

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, SEPTEMBER 8, 1860.

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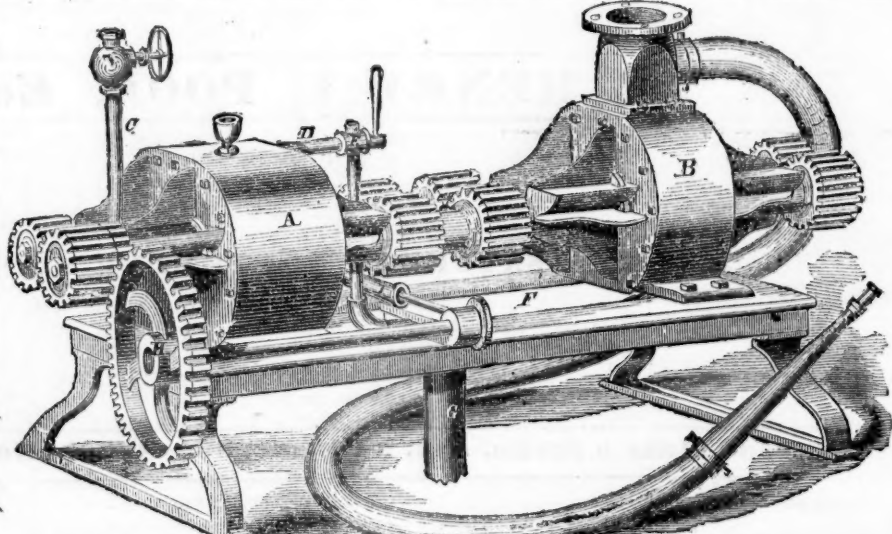
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SECOND QUARTO SERIES, VOL. XVI., No. 36.]

SATURDAY, SEPTEMBER 8, 1860.

[WHOLE No. 1,273, VOL. XXXIII.]

Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the Journal.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. NO. 9 SPRUCE ST.

New York, Saturday, September 8, 1860.

OUR NEW RAILROAD MAP FOR 1860.

We are now prepared to supply our subscribers with copies of this MAP—the condition being the payment of their dues to the close of the current year. A copy of the Map, neatly done up in pocket form, and pre-paid, will invariably accompany our receipt for the same.

We also have them for sale. Price: Mounted on rollers, \$3.00; do., colored in counties, \$1.00; in pocket form with cover, \$1.00—the latter sent by mail, pre-paid, upon receipt of the price.

The Victoria Bridge.

"Seven mighty cities claimed great Homer dead,
Through which the living Homer begged his bread."

We do not pretend to state the exact degree of parallelism between the claims put forth for the birthplace of the immortal poet, and those for the authorship of the famous Victoria Bridge. Enough to say, that at the very instant the touch of royalty has legitimized this wonder, and given it rank and place among the great works of the earth, (previous to which ceremony it was like a young man not come to his estate, or a young miss not yet brought out, both of which are mere possibilities, having no determinate place in the public

voice,) a mighty contest is going on as to the person entitled to have his name carved on the massive entablature (in letters more durable than brass), as the deviser or author of the structure.

Who is the happy man to be immortalized, we cannot yet state. To prove who he ought to be, is endeavored to be set forth in a pamphlet which we have just had the honor of receiving—to wit: Mr. Thomas C. Keefer, Civil Engineer, born and reared in the Canadas, and of some note there before the commencement of the great work. At what period it first entered the mind of mortal that at certain seasons of the year, a bridge over a river rendered impassable by forming or floating ice, would be a desirable thing, we will not pretend to say. Under such circumstances, it would be natural for a person to say: "I wish there was a bridge over the ugly stream." But such a suggestion is to be hardly tolerated, as the idea of a bridge might, to the dismay of the present candidates for immortality, be carried back 200 years.

But to come down to the realm of certainty, it is in evidence, to our own eyes, that Mr. Keefer did propose, in detail, a plan for a bridge on its present site as early as 1851, before the design for the Victoria Bridge was openly promulgated. His plan, however, had nothing brilliant or sparkling about it. Mr. Keefer's ideas, at the time, seem to have been drawn from a very prosaic way of studying the ice phenomena of the St. Lawrence, which he proposed to meet by the common and simple devices in vogue both in the United States and Canada, in similar emergencies. He stated in a very plain and simple manner the whole case, and proposed a structure, which for novelty or originality, provoked neither surprise nor comment in the profession, if we except general terms of commendation, but which seemed well adapted to the object to be accomplished. Its only objectionable feature was its cost, some \$1,500,000. The foundations were to be crib-work, filled with stone; the superstructure wood, with perhaps a centre span of iron.

Excellent as was Mr. Keefer's design, it met with no response. All approved it, but no one suggested its adoption. Why, we never could understand. Perhaps it was too simple and commonplace. We can well imagine why it should create

no enthusiasm. So slight a work, and so small a deviation from the common mode, would never have adequate force to attract to the new channel, the "commerce of the West." But a structure, the cost of which would run hard into the millions, would stand a conclusive demonstration of the value of this new route, and put to silence all cavillers and doubters. The occasion was no ordinary one. The actors in it consequently must be equal in dignity and importance. The first mechanical engineer in England was called over to design the plan and inaugurate the undertaking. The millions required were eagerly supplied. The structure now proudly spans the St. Lawrence. Royalty itself has given it its last touch. The only thing that disturbs the universal satisfaction, is the contest for the authorship of the great work.

But, after all, should the authorship of this work be freely conceded to Mr. Keefer, the great question really is, not whether it is to be sought, but whether he can afford to wear the honors. The work is a vast one, but after the Britannia Bridge, one of the simplest problems possible in Civil Engineering. It was only a question of dollars. Such being the case, if it had cost \$15,000,000, instead of \$7,500,000, it should have reflected twice the credit upon its author. The credit really due for the construction of any work is measured by the economy of expenditure with which it accomplishes its object. The days of the Pyramids are past. We want no more works which are only ostentatious and useless displays of riches and power. If the St. Lawrence could have been spanned by a structure costing \$1,500,000, and adapted to every want of commerce, then one costing \$7,500,000, instead of being a theme of praise and self-gratulation, should be one of censure and condemnation. To summon royalty to consecrate it, is to use power and place to sanction a great wrong. What was the contract with the English stockholders, who furnished the money—that it should be judiciously and economically expended, and in a manner that would make the investment a productive one. If this has not been done, there has been unfair dealing, deserving the severest censure, instead of being elevated into a virtue, through the influence and patronage of the noble and great.

We know that, for the present, we have taken the

unpopular side. A person who does not join in the universal poean is set down as a man of unreasonable manners, and a churl. But we have only to wait a bit. Suppose the bridge should produce nothing to the stockholders, would not the recent ceremonies be regarded as pretty tall specimens of tomfoolery? Would the unfortunate persons who furnished the money derive any particular balm from this laying on of princely hands? Would it not rather add to their sense of mortification? Would not the author of so vast a mischief be rather an object of reprobation than praise? If so, we advise Mr. Keefer not to put in his evidence just yet. If he does, he may be inclined to become non-suited before he is through with his case. His strong card consists in showing that he is *not* the author of the present structure. The credit of it will in five years from this time finish up any engineer, for this continent, to say the least. No engineer can expect position and employment in this country who in his plans and work does not always maintain a proper relation between the amount of his expenditures and the objects sought to be accomplished. There is no such relation in the case of the Victoria Bridge, which must soon come to be regarded as the most *discreditable* piece of engineering on this continent, notwithstanding the vastness of the work, the imposing ceremonies which signalized its completion, and the number of pilgrimages made to it by curious and wondering sight seers.

Macon and Brunswick Railroad.

We rode down to the Railroad Bridge lately with Judge Cochran, the President of the Macon and Brunswick Railroad Company, following, for the greater part of the way, the railroad track. The distance of the bridge from town is about five miles, and this is all graded with the exception of less than half a mile to the bridge. An embankment of about five feet on an average for this distance remains to be thrown up, and this is being rapidly done by a large force. Capt. J. H. Andrews is the contractor for this grading, and is pushing it ahead rapidly. Beyond the bridge, the grading is nearly done to a distance of about twenty-eight miles from town. The superstructure of the road is also in fair progress. A little short of two miles of the track has been laid, and this part of the work is going on at the rate of about a mile and a half per week.

The bridge is nearly done. The frame-work is all up, and the flooring and enclosure are about all that remain to be done. This structure is 322 feet long, and rests in the centre and both ends upon solid stone abutments handsomely laid in cement. It is a truss bridge—the main stringers formed by three pieces of thirteen inch square timber, while the upper stringers are a little lighter, and the whole framework is interlapped and bound together in a manner perfectly surprising to the novice in bridge building. It is the best and strongest specimen of bridge framing we ever saw—not only in its design, which was quite novel to us—but in the character and accuracy of the work.

The road on reaching the Ocmulgee bottoms, takes a bee line, and follows it, we are told, without a single deflection for eleven miles. It has a five foot embankment about all the way through the bottom on this side, and the soil is a tenacious clay which will furnish, in time, a capital road-bed. The immense and beautiful growth of timber in these bottoms will open a new and large supply of fuel for this market, while the country beyond will furnish new supplies of lumber. Both are getting too scarce in Macon. We hope by next December to see thirty miles of this road in operation, and that it will reach a point opposite Hawkinsville by spring. It is certain that the enterprise, under the zealous and efficient direction

of Judge Cochran, is being pushed forward with energy, judgment and economy.—*Macon Telegraph.*

Journal of Mercantile Law.

OF THE PRESENTMENT OF NOTES AFTER BUSINESS HOURS FOR PAYMENT; WHEN UNDER THESE CIRCUMSTANCES IT IS SUFFICIENT.

When a note is made payable upon a certain day, and at a certain place, the law will presume that the intention of the parties to the contract is that the note should be presented at the designated place during the business hours of the appointed day, and if not so presented the endorser is discharged from all liability. But this rule, being founded upon reasons arising from the circumstances under which men generally transact their business, it is liable to change when the presentment, although made after the business hours of the day, yet is made during the day and under circumstances which ensure to the maker and endorser all the advantages which they would have had, had the presentment been made during business hours.

A peculiar case, illustrating this principle, has been decided by the New York Court of Appeals. The action was brought by the Bank of Syracuse against John Hollister, as endorser of a note made by one F. Hollister, for the payment of \$2,750, one year from date, at the Bank of Utica.

It appears that on the 9th of April, 1852, when the note became due, it was brought by a clerk of the plaintiff to the paying and receiving teller of the Bank of Utica, who was also a notary public, at his boarding-house in that city, at half-past six in the evening, and delivered to him for collection or protest. He went to the Bank, found the outer door locked, and could not obtain admission. He then made a demand of payment of the note of himself, standing upon the steps before the outer door of the Bank, and then went to his boarding-house and made out the notice of protest, and deposited it in the post-office before seven o'clock, the mail leaving at eight, directed to John Hollister, Buffalo, his place of residence. It further appeared, by evidence of the teller and notary, that the maker of the note had no funds in the Bank, and that no one called at the Bank to pay the note, or inquired for it during business hours, which closed at four o'clock, P. M.

Upon this state of facts, the judge at Special Term held that there had been no sufficient demand of payment, and ordered judgment for the defendant, which was affirmed by the General Term of the Court; but the Court of Appeals thought differently, and reversed this decision. The following is the opinion of the Appellate Court:

HARRIS, J.—Two questions are involved in the decision of this case: First. Relating to the time of presenting the note for payment. Second. The manner of presentment.

As to the time: The note was payable at the Bank of Utica. By making it thus payable, the maker agreed that the note should be paid during the usual business hours of the day upon which it matured. The holder also agreed that the note should be presented for payment within the same time. In giving effect to the contract, the law presumes that the parties intend to conform to the known and established course of business at the place where their contract was to be performed. The general rule therefore is, that where the note is payable at a bank, it must be presented for pay-

ment before the usual hour of closing the banking-house.

Thus in *Parker vs. Gordon*, a bill was payable at a banker's, whose usual time for closing his shop was six o'clock. The bill was presented after that hour. The shop was closed and the clerks gone. In an action against the drawer of the bill, it was held that the presentment was not sufficient. But though the presentment is made after business hours, it will be sufficient, if a proper person be found at the place to give an answer. In *Garnett vs. Woodcock* the bill was payable at a banker's in London. It was presented for payment in the evening of the day when it became due. A boy returned for answer, "No orders." Lord ELLENBOROUGH said upon the trial: "I think it perfectly clear that if a banker appoint a person to attend, in order to give an answer, a presentment would be sufficient, if made before twelve at night." So where a draft, payable at the bank, "was presented for payment in the afternoon of the last day of grace, after regular banking hours, and the cashier of the bank being there, refused payment because there were no funds there belonging to the acceptor, it was held that the cashier, whose duty it was to attend to business of this sort, being at the bank, and having returned a negative answer, and it appearing that the acceptors had provided no funds, the demand was sufficient." In the latter case, Lord ELLENBOROUGH said, in answer to the objection that a bill had been presented after business hours: "In general, it is not sufficient. It will not do if nobody is there to receive; but if somebody is there, and the person presenting the bill gets an answer, it is sufficient."

BATLEY, J. also said: "If it is presented after the usual hours, it is at the peril of the person presenting it; for, if nobody is there, it will not do; but if there is, then it is immaterial at what time it is presented."

The latter Judge, in his *Treatise on Bills*, also says: "A presentment at a banker's, out of the usual hours, will be objectionable, if the banker, or any agent on his behalf, were there at the time of such presentment." So, also, Chitty says: "A presentment at any time in the day or evening is sufficient, if an answer be given by an authorized person." It was not too late, therefore, to present the note for payment at half-past six o'clock, if an authorized person could be found at the bank to give an answer.

We are, therefore, next to consider the manner in which the note was presented. It had been delivered to the teller of the bank, he being a notary for the purpose of demanding payment and giving notice to the indorser. He was the very officer to whom the note should properly have been presented for payment. He was the person of whom the maker of the note should have inquired for the note, if he had come to pay it. If the money had been deposited to meet the note, he would have received it. He had been at the counter of the bank during the business hours of the day. He knew, and testified, that no person had inquired for the note, and that the maker had no funds in the bank. What, under such circumstances, was it necessary for the teller to do, in order to charge the indorser? He was the agent of the holder of the note to demand payment, and was at the same time the proper officer of the bank to answer the demand either by paying the note, or by refusing

to pay. Had funds been provided to meet the note, he would have paid it. Knowing the fact that there were no funds, the teller, nevertheless, went to the banking-house, and, finding the outer door locked, made a demand of payment of himself as the paying officer of the bank. Had he unlocked the door and entered the building, he being the person authorized to pay or refuse payment, it could not have been doubted that the demand was sufficient. This, of course, would have been an idle ceremony. The teller knew this, and, therefore, abandoned his attempt to enter the bank. I think, however, that he did enough to satisfy the condition upon which the indorser was to become liable. Suppose the note had been delivered to the teller before the close of banking hours, he would have had nothing to do but to give notice of non-payment. No formal demand would have been required. It would have been enough for him to be satisfied, either from his own knowledge of the fact, or an examination of the books of the bank, that there were no funds there to pay the note. Suppose that, when he went there, the teller had gained admission, he would then have had nothing to do but to return back and give the appropriate notice to the indorser. No proclamation, no clamorous demand, was required. This view of the question, I think abundantly sustained by authority.

His Honor here cites several authorities, and concludes by reversing the judgment of the Supreme Court and ordering a new trial.

Grand Trunk Railway of Canada.

The London Directors have issued the following explanatory statement to bondholders:

"From the tenor of the communications received at this office since the announcement was made public that the payment of the interest due on 1st instant on the preference bonds would be paid, but that that due on the company's ordinary bonds would be postponed, the London directors are led to believe that an erroneous opinion prevails not only in reference to the causes of this temporary suspension, but also in regard to the disposal of the proceeds arising from second preference bonds. It will be remembered that at the meeting of the shareholders held in London on 30 March last, a statement was submitted showing that in addition to this preference capital 1,500,000*l.* was required to pay off the then existing liabilities of the company, and to provide such further station accommodation, rolling stock, &c., in Canada, as are needed to enable the company to work efficiently and economically the anticipated traffic. Authority to raise this amount was subsequently given at the meeting of the company held in Montreal on 23d May last, but the directors have not as yet been able to put it in force. As regards the recent subscription for the second preference bonds to complete the amount of the original Government loan, only 84,000*l.* was subscribed for by the public (producing about 66,000*l.* sterling), which sum was applied to the payment of pressing and unavoidable engagements. A large proportion of these bonds were hypothecated with individuals for loans and advances, and were taken by the parties with whom they were deposited at the same prices at which they were offered to the public, and the residue have either been disposed of in accordance with the conditions on which loans had been made upon them, or remain hypothecated as collateral security for advances to the company. This operation relieved the company from important liabilities maturing; but it was not thereby placed in available funds out of which the interest now postponed could have been paid. The directors here have communicated to the Canada board their views as to the remedies that ought to be applied in the present critical position of the company's affairs, and if they ask the patience of the

bondholders until full consideration can be given to their representations, they act from a conviction that the interests of all will be best consulted by avoiding any precipitate movement. The replies to these representations may be expected by the end of next month, and when received, a further communication will be made to the bondholders."—*London Railway Times*, July 21.

Milwaukee and Mississippi Railroad.

The annexed is an abstract of the agreement of the bondholders of the Milwaukee and Mississippi Railroad Company, dated July 30, 1860, for the purchase of the road at any foreclosure sale, and the re-organization of the purchasers:

First: Each First mortgage bondholder, being a subscriber to the agreement, receives a new First mortgage bond, convertible into the first class Preferred Stock, secured by a mortgage of all the property of the company, real and personal, for his principal, and the first class Preferred Stock for his interest, on the First and Second Section bonds, to January 1, 1861; on the Third Section bonds to July, 1861; on the Southern Wisconsin Line bonds to January 1, 1862. The mortgage to be for 30 years, at 7 per cent., and not to exceed \$2,556,000 (which is the present amount of all the First mortgages above-named). The company to provide annually the sum of \$204,480, (being 8 per cent. on \$2,556,000,) and, after paying interest at 7 per cent., the balance to be applied as a sinking fund, to redeem, at par, semi-annually, an equal amount of First mortgage bonds. The bonds to be thus paid are to be drawn for. Scrip stock to be issued with each bond, with power to vote thereon, if the same can be legally issued under existing laws, if it cannot, then application shall be made the Legislature for the necessary authority.

Second: The 10 per cent. Second mortgage bondholders, being subscribers to the agreement, to receive, for principal and interest, first class Preferred Stock (in the same class with the interest on the First mortgage bonds).

Third: The Third mortgage bondholders, being subscribers to the agreement, to receive the second class Preferred Stock (with the City of Milwaukee).

Fourth: The City of Milwaukee, if they assent to this agreement within the time limited, to receive the second class preferred stock for their Second mortgage of Southern Wisconsin Line, and for their \$234,000 claim.

Fifth: The floating debt-holders to receive common stock for their debt and interest, provided they sign the agreement and surrender the evidence of indebtedness to the Trustees on or before the 15th day of September, 1860.

Sixth: So much stock as remains, after deducting the above amounts from \$7,500,000, to be divided pro rata among the stockholders (about 67 per cent.)

The position of the new company, under this agreement, will be about as follows:

Amount of mortgage debt (for which the same amount of first class Preferred Stock is to be reserved, or scrip stock issued therefor). \$2,556,000
Amount of first class Preferred Stock issued:

For inter't on First mort. b'ds. \$411,466
For Second mortgage bonds, principal and interest 678,536
1,090,016

Amount of second class Preferred Stock issued:

For City Second mortgage Southern Wisconsin Line \$345,920
For claim of City 290,910
For Third mortgage bondholders, about 450,000
1,086,830

Common Stock:

For floating debt \$525,347
For \$3,452,800 old st'k reduced as required by law, about 33 per cent. 2,241,807-2,767,154

Total \$7,500,000

ABSTRACT of the Report made by Isaac Seymour, Esq., Receiver, to the Bondholders, Aug. 24, 1860, Earnings from May 10, 1860, to July 31, 1860 \$156,045
Cash on hand, May 10 10,343

Total \$166,388
Ordinary expenses \$105,583
Paid old indebtedness 55,144
160,727

Cash on hand, Aug. 1, 1860 \$5,661
Amount due for old indebtedness, and ordered to be first paid by the Court \$35,111
Estimated cost of improvements and repairs that are needed 115,580

Total \$150,695

ABSTRACT of the Indebtedness of the Milwaukee and Mississippi Railroad Company, with interest to Sept. 1, 1860, (as furnished by the Company).

Due employees, &c., preferred by order of Court \$35,112
Notes secured by mortg. of real estate 21,378
1st mortg. 10 per cent. bonds, due July 1, 1861 \$74,000
1st mortg. 8 per ct. bonds, due July, 1862 526,000
Do., due April, 1863 647,000
Do., due June, 1877 1,037,000
Do., due July, 1866 346,000
Interest due on above 305,960

Total 1st mortgage 2,935,960
2d mortgage, 10 per cent. \$600,000
Interest on do. 57,950
657,950

2d mortg. to city, South. Wisconsin Line \$300,000
Interest on do. 38,920
338,920

3d mortgage \$396,069
Interest on do. 12,570
408,639

Total \$4,896,959
Amount due to Sinking Fund 138,208

Am't of mortgages and preferred liens. \$5,036,167
Floating debt and interest \$525,347
Claim of City \$234,000
Interest on do. to Jan. 1, 1860 59,900
290,910
816,257

Whole indebtedness as claimed ... \$5,852,424
Capital stock, general issue. \$2,685,000
Issued for Farm mortgages.. 767,800
3,452,800
\$9,305,224

In addition to the capital stock above-named, the City of Milwaukee holds \$325,000 as collateral security for its Second mortgage, on the Southern Wisconsin Line.

EXTRACT from the report of the Committee, appointed to confer with the Committee of the City of Milwaukee, to the Bondholders, Aug. 24, 1860.

The undersigned, a committee appointed by you to confer with a Committee from the City of Milwaukee, beg leave to report, that they met with the Committee of the city, and after such mutual conference and consideration of the views and claims of the city, and that the representatives of the City of Milwaukee claim—

That their Second mortgage on Southern Wisconsin Line is as good as the Second mortgage on the main line, and that therefore it is not correct and fair to convert their Second mortgage into a preferred stock of a class inferior to a Second mortgage on the main line.

There is, no doubt, some appearance of justice

in the claim. The city, however, should consider that the plan is a compromise plan, and that the First mortgage bondholders have made large concessions; hence, that if instead of conceding on her part, she insists on her full claims, the First mortgage bondholders will not be satisfied to go into the same class preferred stock for their interest with Second mortgages on both main and Southern Wisconsin Line.

According to section 12 of the agreement of the 30th of July, now unanimously adopted as "the plan," modifications are dependent on the vote of the "majority in interest of each class of subscribers, of mortgage bondholders, on which suits of foreclosure are now pending," at any regular or special meeting of subscribers duly called.

If the City of Milwaukee insists on her claim, which we are not prepared to dispute as unjust, then the First mortgage bondholders will decline funding their interest in the same class preferred stock, with the Second mortgage on main and Southern Wisconsin Lines, but claim to be entitled to fund their interest in First Preferred Stock, and that the Second mortgages then convert capital and interest into Second Preferred Stock, Third mortgages receiving Third Preferred Stock. The plan throughout to be modified in sense to fully carry out their views, and so much of the adopted plan as is not in accordance therewith to be considered null and void.

Considering the original position of the city and the Railroad Company with reference to the \$234,000, your committee have offered to recommend that \$150,000 of said sum be considered as Third mortgage, and be entitled to same rights in reorganization as the Third mortgage bonds now out. The representatives of the city have rejected this view of the matter, and claim the same position for their Southern Wisconsin Second mortgage as for main line Second mortgage. Your committee do not advocate the city's claims, but leave it to the meeting to decide the question.

The Second mortgage on main line were and are a Second mortgage on a finished line, and bear 10 per cent. interest.

The Second mortgage on Southern Wisconsin Line, were and are a second lien on an unfinished line, and bear only 7 per cent. interest.

The committee now propose as a compromise that the city be allowed to receive for their \$234,000 claim the same preferred stock as Third mortgage holders receive on condition that the city waive their claim as to Second mortgage on Southern Wisconsin Line, and accept the proposal for \$234,000 within sixty days.

The time within which the agreement may be signed is extended to September 15, 1860.

A Self Dumping Railroad Car.

Mr. A. COOLEY, of Philadelphia has recently patented a self dumping railroad car, the particular features of which are thus given in the *Railroad Register*:

The "invention consists of a car, with a body of any suitable form, and having, at or near its opposite ends, flanged wheels turning on permanent axles, and having any convenient number of hinged doors carrying flanged wheels, the whole being combined with rails so constructed and arranged that as the car traverses the same, the above-mentioned doors may be self-opening, thereby discharging the load, and self-closing, thereby forming the bottom of the car ready for the reception of another load."

Without confining himself to the precise form of car illustrated and described in the schedule referred to in his patent, or to any particular number of doors, he claims as his invention and desires to secure by letters patent.

"The body of the car having, at or near the opposite ends the wheels turning on permanent axles, and any convenient number doors carrying wheels; in combination with rails so constructed and arranged that, as the car traverses the said rails, the doors may be self-opening and self-closing as set forth for the purpose specified."

Lexington and Big Sandy Railroad.

The purchasers of this road, who paid \$60,000 for it at the sale under the decree of the Fayette County Court, have held a meeting and appointed a Committee to solicit a proposition from the Louisville and Frankfort Railroad Company to complete the line to Mt. Sterling. The purchasers manifest a disposition to take hold of the work at once, and eventually complete it at an early day. We hope to see the work carried forward with energy.

Boston and Maine Railroad.

The earnings of this road for the fiscal year ending May 31, 1860, were:

| | |
|-------------------------------|--------------|
| From Passengers | \$533,532 46 |
| " Freight | 337,538 77 |
| " Rents | 10,733 65 |
| " Mails | 9,798 75 |
| " Interest | 14,022 23 |
| Surplus P. S. & P. R. R. | 10,000 00 |
| | \$915,625 86 |

And the expenses were:

| | |
|---------------------------|--------------|
| Repairs of road | \$71,630 24 |
| " bridges | 39,442 26 |
| " buildings, etc. | 27,739 55 |
| " locomotives | 34,007 22 |
| " cars | 24,513 92 |
| Passenger expenses | 63,087 35 |
| Freight | 56,695 21 |
| Wood | 49,339 40 |
| Coal | 5,633 91 |
| Oil and waste | 9,195 19 |
| Miscellaneous | 76,745 52 |
| Rent of Danvers road | 7,500 00 |
| | \$655,529 77 |

| | |
|--|--------------|
| Net earnings | \$450,096 09 |
| Charged for renewals of iron | \$27,703 51 |
| Do. for depreciation of locomotives and cars. | 6,215 25 |
| | 33,918 76 |

| | |
|--|--------------|
| Balance | \$416,177 33 |
| The balance of earnings on the 31st May, 1859, was | \$428,931 79 |
| The earnings over expenses, 1859-'60, were | \$416,177 33 |
| From which deduct two dividends, 8 per cent. | 332,456 00 |

| | |
|---|--------------|
| And there remains after paying dividends, etc. | 83,721 33 |
| | \$512,653 12 |

| | |
|--|--------------|
| Add excess of appropriation for land bills | \$568 66 |
| Add Danvers Railroad Sinking Fund | 6,523 84 |
| | 7,092 50 |
| | \$519,745 62 |

| | |
|---|-----------|
| Deduct loss on old freight bills | \$405 98 |
| Deduct loss on Manchester & Lawrence R. R. Methuen Branch and contract accounts | 8,541 09 |
| Deduct allowance made on settlement with Newburyport R. R. Co. | 11,681 41 |
| | 20,628 48 |

| | |
|--|--------------|
| Leaving balance of earnings 31st May, 1860 | \$499,117 14 |
| Compared with last previous year the earnings and expenses are as follows: | |

| | | |
|-------------------------------|--------------|--------------|
| | 1858-'9. | 1859-'60. |
| Gross earnings | \$818,681 22 | \$915,625 86 |
| Expenses, renewals, etc. | 370,222 23 | 416,177 33 |
| Net earnings, \$448,458 99 | | \$499,448 53 |

—being an increase for the year 1859-'60 on the net earnings of \$50,989 54.

The miles run by trains in 1859-'60 was 553,484, viz: by passenger trains 367,244, by freight trains 175,960, by wood trains 1,167, by gravel trains 4,336, and by extra trains 4,777. The total in 1858-'59 was 533,294. Increase last year 50,190 miles.

| | |
|--|------------|
| Passengers carried in the cars | 1,821,495 |
| Passengers carried one mile | 27,004,491 |
| Merchandise carried in the cars, tons .. | 263,447 |
| Tons carried one mile | 7,292,101 |

The road operated by this company includes the Boston and Maine proper and the Danvers and Newburyport railroads under lease with the following mileage:—

| | |
|---|-------------|
| Boston and Maine Railroad | 74.26 miles |
| Branches (Methuen, Medford and Great Falls) | 8.79 " |

| | |
|--------------------------------|---------|
| Total road owned by company .. | 83.05 " |
| Danvers railroad | 9.20 " |
| Newburyport railroad | 26.00 " |

Total road operated

The equipment consists of 32 locomotive engines, 54 passenger cars, 19 baggage cars and 587 freight cars of various descriptions.

The following accounts of the road and its connections are from the President's Report. The very interesting and important facts set forth therein are worthy of attentive perusal by all having the direction of railroad property.

"It is now twenty-four years since the first section of this road was opened, from its connection with the Lowell Road at Wilmington, to Andover. Twenty years have elapsed since it was put into operation as far as Exeter, N. H., and fifteen years since the cars were placed upon the Extension road terminating at Haymarket Square in Boston. Almost all of the iron, with the exception of some portions of the track in New Hampshire, which was originally laid, has been replaced by new rails. A very large proportion of it more than once. The wooden cross-ties or sleepers have been renewed, perhaps twice upon an average. The structures over Charles, Miller and Mystic rivers have been almost entirely rebuilt. The most expensive draw-bridges have been replaced by others on an improved principle. The principal wooden bridges have been thoroughly repaired, strengthened, or re-constructed. The road-bed has been kept up, and is in a better condition than ever. The masonry has been renewed wholly or partially as the case required. The fences have been thoroughly repaired, and new fences have been recently erected where necessary, so that the road is, in this respect, as well guarded from the trespasses of cattle as can reasonably be expected. The road now is in such a condition that, for a period of five or ten years to come, it will not require any more repairs, probably less, than for a like period of time recently expired. The same remarks will hold good in reference to the rolling stock, machinery and fixtures of the road.

These suggestions are intended to apply, particularly, to the Boston and Maine road, and not to the Newburyport and Danvers roads. There the construction is much more recent. The iron is not sufficiently worn to require much renewal. Many of the old sleepers have been replaced with

new, and many more are in the process of being laid down. After some expenditures in grading up the road-bed, repairing and building fences, renewing the masonry and replacing a small quantity of the iron, that road will require no more outlay than is usual for a road of similar amount of business. Indeed, whether we regard the nature of the soil, the surface of the country traversed, or the very small amount of bridging, the Newburyport and Danvers may be considered, in their physical aspects, as a favorable line of road.

These remarks are made to show the permanent character and value of your investment. If, since the road has been in operation, its superstructure rolling stock, etc., have been substantially changed and renewed, and if, for a series of years in the future, it can be kept up to its present state of efficiency with the same expense as in years past, you certainly have one of the most important elements of the data necessary to form an opinion upon this interesting subject.

The prospect of a continuance of an equal or greater amount of traffic along the line of the road—its relations with connecting roads—the liability of being interfered with by competition from other roads, constructed or to be constructed, are other elements of weighty consideration in estimating the value of this corporate property.

In order to show the magnitude and progressive character of this corporation, it may be stated that, for ten years immediately preceding June 1, 1860, the gross amount of revenue was the sum of \$8,007,081 45, or \$800,708 14 per annum on the average.

The amount received during the first five years of this term was\$3,705,015 81
The amount received during the second five years was 4,302,065 64
The average amount received annually during the first term was\$741,003 16
The average amount received annually during the second term was 860,413 12

The average annual excess of the 2nd term was\$119,409 96

It will be observed, also, that the whole effect of the financial shock of 1857 was visited upon the latter five years of that period. No such general prostration of business occurred during the first five years.

This exhibition of the progressive character of this road speaks well for its future destiny. We know of no reason why the receipts may not continue to increase. True, the increment may not be as great, but it will, in all probability, be regular and permanent."

CONNECTING ROADS.

The report devotes considerable space to the connecting roads.—In reference to the Manchester and Lawrence, the directors recommend a modification of the contract with that company, which will expire December 31, 1861, as its terms are unfavorable to the interest of their own. A settlement has been finally made with the Danvers Company, by the payment of 25,000 in addition of \$125,000, the original amount guaranteed for the lease of that road for 100 years. The whole amount, \$150,000, will be due from the Danvers Company at the expiration of the lease. Of the obligations guaranteed, the Boston and Maine Company have purchased and own \$71,000. Since

the last annual report, this company have leased the Newburyport railroad for a period of 100 years, for the sum of \$300,000; \$75,000 of which was paid in liabilities against the road, and \$225,000 in cash. By the terms of the lease, at its expiration, the total sum is to be a debt due from the Newburyport to the Boston and Maine Company. By these contracts the latter company secures the control of 36 miles of road, for a period of 100 years, by a total investment of \$450,000. The Portland, Saco and Portsmouth, dividends on the share capital of which, at the rate of 6 per cent., have been guaranteed by the Boston and Maine, in connection with the Eastern, has always gained the dividend paid, and has recently paid to the Boston and Maine \$10,000, from surplus earnings. The Maine extension has always been a successful and profitable work.

The results of the past prosperity of the road, so far as it has reached the stockholders, is shown in the unbroken succession of dividends paid since the completion of the line in 1838. These are 44 in number and have been paid as follows:

| No. | Month. | Year. | p.c. | No. | Month. | Year. | p.c. |
|--------|--------|--------|------|---------|--------|--------|------|
| No. 1, | Oct. | 1838.. | .3 | No. 23, | Jan. | 1850.. | .5½ |
| " 2, | Apr. | 1839.. | .2 | " 24, | Jul. | 1850.. | .3 |
| " 3, | Dec. | 1839.. | .4 | " 25, | Jan. | 1851.. | .2 |
| " 4, | Apr. | 1840.. | .2 | " 26, | Jul. | 1851.. | .3½ |
| " 5, | Jul. | 1840.. | .1½ | " 27, | Jan. | 1852.. | .3½ |
| " 6, | Jan. | 1841.. | .3 | " 28, | Jul. | 1852.. | .3½ |
| " 7, | Jul. | 1841.. | .2½ | " 29, | Jan. | 1853.. | .3½ |
| " 8, | Jan. | 1842.. | .3½ | " 30, | Jul. | 1853.. | .4 |
| " 9, | Jul. | 1842.. | .3 | " 31, | Jan. | 1854.. | .4 |
| " 10, | Jan. | 1843.. | .3 | " 32, | Jul. | 1854.. | .4 |
| " 11, | Jul. | 1843.. | .3 | " 33, | Jan. | 1855.. | .4 |
| " 12, | Jan. | 1844.. | .3 | " 34, | Jul. | 1855.. | .3 |
| " 13, | Jul. | 1844.. | .3 | " 35, | Jan. | 1856.. | .3 |
| " 14, | Jan. | 1845.. | .3½ | " 36, | Jul. | 1856.. | .3 |
| " 15, | Jul. | 1845.. | .3½ | " 37, | Jan. | 1857.. | .3 |
| " 16, | Jan. | 1846.. | .3½ | " 38, | Jul. | 1857.. | .3 |
| " 17, | Jul. | 1846.. | .3½ | " 39, | Jan. | 1858.. | .3 |
| " 18, | Jan. | 1847.. | .3½ | " 40, | Jul. | 1858.. | .3 |
| " 19, | Jul. | 1847.. | .4 | " 41, | Jan. | 1859.. | .3½ |
| " 20, | Jan. | 1848.. | .5 | " 42, | Jul. | 1859.. | .4 |
| " 21, | Jul. | 1848.. | .4½ | " 43, | Jan. | 1860.. | .4 |
| " 22, | Jan. | 1849.. | .4 | " 44, | Jul. | 1860.. | .4 |

GENERAL STATEMENT, May 31, 1860.

| RESOURCES. | | Dr. |
|--|-------------|-----|
| Cost of road, viz:— | | |
| Graduation and masonry | \$882,067 | 40 |
| Wooden bridges | 371,468 | 55 |
| Superstructure including iron | 984,523 | 89 |
| Stations, buildings, fixtures, etc. | 520,722 | 78 |
| Land, land damages and fences | 815,537 | 29 |
| Engineering and other expenses | 272,388 | 94 |
| | \$3,846,708 | 85 |
| Cost of equipment, viz:— | | |
| Locomotives | \$191,018 | 00 |
| Passenger and baggage cars | 80,318 | 00 |
| Merchandise cars | 145,897 | 00 |
| | 417,233 | 00 |
| Property accounts | 77,502 | 76 |
| Cash | \$7,643 | 98 |
| Notes | 62,000 | 00 |
| Open accounts | 45,970 | 71 |
| | 115,614 | 69 |
| Stock B. & M. Co., 500 shares | \$50,000 | 00 |
| Bonds Danvers Co. | 71,000 | 00 |
| Land damage (Danvers Co.) account | 758 | 03 |
| Danvers Co., as per agreement | 25,000 | 00 |
| | 166,758 | 03 |
| Suspense account | 5,349 | 42 |
| Newburyport R. R. as per agreement | 300,000 | 00 |
| Total | \$4,929,166 | 80 |

| | LIABILITIES. | Cr. |
|---|--------------|-----|
| Share capital | \$4,076,974 | 52 |
| Sundries account | 51,947 | 14 |
| Deposit on account of Newburyport bonds | 3,900 | 00 |
| Amount payable on account of New- buryport bonds | 9,400 | 00 |
| Notes payable on account of New- buryport Railroad | 121,650 | 00 |
| Dividend payable July 1st, 1860 ... | 166,228 | 06 |
| General reserve being undivided earnings | 499,117 | 14 |

Total\$4,929,166 80

The officers of the Company for 1860-'61 were:

President—FRANCIS COGSWELL, Andover, Mass.

Directors—James H. Duncan, George W. Kittredge, Daniel M. Christie, Peter T. Homer, Isaac M. Spelman, Henry Saltonstall.

Superintendent—WILLIAM MERRITT, Boston.

Clerk—JAMES C. MERRILL, Boston.

An English Opinion of American Securities.

Attention has been drawn to the recent improvement in American securities, and particularly in railway securities. It is due less, perhaps, to the actual rise of "the quotations" than to certain active movements, and the revived confidence in particular lines. Of course there must be some reason for any such movement; and, indeed, the facts are very simple, and scarcely beneath the surface. In the first place, the causes of the decline which took place in American railways a year or two ago are as clear as the causes why the harvest in this country is now so late. We have had a very dull summer, with much rain; hence wheat has been slow to ripen, and the harvest doubtful. In America railways depend, to a great degree, upon the carriage of agricultural produce. The harvests of 1857 and 1858 were bad throughout the greater part of the United States and the North American continent, and the yield of 1859 was very partial; hence a decided contraction in the business of railways, with a corresponding diminution in the value amongst those who are governed so much as the commercial classes are by temporary appearances. The sequel, however, has shown us that even this cause has a partial and transient operation. It is not only that the seasons vary for good as well as for evil, but such is the vast growth of the Anglo-Saxon colony, which is only by degrees working out the conquest of the American continent, that the increase of population, the extension of agriculture, and the general spread of industry have increased the use of the railway to such an extent as nearly to compensate the immediate cause of the decline. Although the crops of the three years, 1857, 1858 and 1859 were deficient, still the produce forwarded from Chicago in 1859 almost equalled that of the abundant year 1856; the growth of population and the extension of culture having, within that short period, so far made good the actual failure in the crops. A country whose resources exhibit this extraordinary vigor, and sustain this power of recuperation, must not only have a perpetual tendency to increase any favorable reaction as compared with the unfavorable, but must create a constant development in the average returns. Indeed, we have done nothing more than utter a truism with regard to the well known condition of the United States.

There is another interesting fact that bears upon the subject. Corn is more bulky than live stock, and is less convenient to carry than flour; and what has been the proportion of their transport? In the latest years the corn has been converted more and more into flour or into live stock; and we see, accordingly, that the transport of corn does not increase in the ratio of flour, while the gross transport of cereals does not increase in the proportion of live stock. The business of the railways is becoming intrinsically more valuable, as well as collectively greater.

Another interesting fact is, that even those railways which have been most depressed have still

proved valuable to their shareholders. We do not speak upon generalities or abstract ideas. For instance, the Great Western Railway of Canada, which was said last year to yield no return, has yet, from the day of its opening down to the 31st of January, 1860, yielded to its shareholders an average dividend of 4 per cent. per annum. Any one desiring to see how this part of the case is made out will find the facts and figures stated with the fullest detail in a pamphlet, published by Effingham Wilson, a "Letter on the origin, present position, and future prospects of the Great Western Railway of Canada," written by Mr. William Lance; the man perhaps, who knows more about such American securities than any other in London.

The growth of business in the American Union is such as almost to exceed the imagination of us comparatively slow English. Again we will give an instance. The great centres at which the trade in Western produce is collected and sent forward Eastward are Milwaukee, Chicago, St. Louis and Cincinnati, whence it is carried forward to the Atlantic and to Europe. The growth, even of the most recent of these places is something that would have looked miraculous half a century back. Within the life of men who are still in their vigor an Indian track was the only guide from Chicago to the Mississippi. So late as 1830 land was of so little value in the neighborhood that a gentleman who is known declined to take possession of some conceded to him for services during the Black Hawk Indian war, saying that "he had sufficient garden ground." Still fewer years back, farmers living within a hundred miles of Chicago found that the expense of "teaming" their wheat to that centre was so great as to exceed the value of the article in the market, a fact at which we need not wonder, since in some parts of Russia the cost of transport equals the value of the article within a distance of thirty miles. But Chicago is not in Russia. Fifteen years ago there was not a single line of railway entering the city; it now commands a traffic of 4,736 miles. These railways have cost, on a moderate estimate, £23,000,000 sterling; but what a transformation have they not effected in the place. The "garden ground," to which we have referred, is now in the very centre of the city, and worth some millions of dollars. Farms whose owners could not "team" to Chicago now team in a different sense, for the whole region for miles around is constantly loading the market of that central depot; and the twenty-three millions sterling which the line has cost have created property and produce worth millions upon millions, the toll upon the railway being an exceedingly small percentage on that value.

These are substantial facts, very intelligible to most English minds. They are evidently sufficient to explain why railway property has declined in the United States, and also why the value has rebounded so remarkably; but we have not yet made the reader appreciate the true extent of the rebound, the real proportion between the value of railway property on side of the Atlantic and on the other. In England we are wont to consider that our property is the great model in regard to security, to certainty of returns, and to everything else that is desirable. As compared with some other countries, we may, perhaps, be justified in boasting. Certainly, we see just now plenty of reasons why English speculators should look very much askance at Lombardo-Venetian railways, in comparison even with the least successful of our own lines. But if we turn Westward the comparison is altogether reversed. We have already mentioned the percentage paid upon an unsuccessful American line; compare this with our own lines, surely we have vicissitude enough here! It is not long since the Great Western was paying only two per cent., yet it is really one of the most valuable lines in the kingdom; and, from peculiar circumstances connected with the proportions of its fixed liabilities and its present development, its shareholders may comfort themselves with the certainty that their new prosperity will continue and expand. Hence the striking rise of value in the

market. It is a very short time since the shareholders in the London and North-western looked down upon the poor Great Western; but this year, through various circumstances, including parliamentary competitions, and of the preposterous policy of undertaking a dead weight in "defensive lines," the princely London and North-western is down to two and a half dividend.

When the comparison with the American railways is extended, however, the returns are still more striking. In the official report on the railways of Great Britain, Capt. Galton gives railway statistics for the year 1857, comparing the results in this country and in the United States:

| | England. | United States. |
|--|---------------|----------------|
| Miles constructed and in use | 9,119 | 26,210 |
| Total cost of all in use. £304,989,826 | | £216,887,750 |
| Net earnings | 4.7 per cent. | 6.7 per cent. |

A considerable number of the American railways, however, could scarcely be expected to make any large return. Some were intended to improve the value of the land through which they passed; and although unquestionably they will pay in the end, they are less to be regarded as commercial investments for ordinary railway purposes than as investments for the improvement of land, even though the railway were conducted at a loss. In some few cases American railways have been even less satisfactorily planned, having been undertaken solely to justify a grant of government land. If, therefore, we take any number of the more strictly commercial lines, we shall find a considerable increase in the proportion of net returns. We have before us a list of fifty American railways, constituting a very fair representative class; and we take a similar number of English railways, including the metropolitan and other leading English lines. They show the following totals:

| | Gross Cost. | Net Income. | Per Revenue. | Cent. |
|-----------------------|-------------|-------------|--------------|-------|
| English. £247,019,626 | | 20,004,723 | 10,502,315 | 4.25 |
| Americ. 54,454,393 | | 9,225,268 | 4,429,441 | 8.06 |

It is needless to add a single word—the figures speak for themselves. To the shareholders the American railways are twice as valuable as the English, although American lines do not call for such vast outlays of money as ours have done, are not nearly so heavy in the working expenses, nor so dear for the traveler.—*London Chronicle*, Aug. 20th.

Chariton and Randolph Railroad.

The work on this railroad is progressing finely. Messrs. Kelly have about 300 hands employed, and are going ahead with an energy and rapidity seldom surpassed. About five and a half miles of the road east of Huntsville are already graded, and need but little more to be done to be put in readiness for the ties. Recently part of the force was transferred to the west of the town, and about half a mile is there graded. The work will be pushed forward to Salisbury, in Chariton County, as rapidly as possible. It is expected to reach that point by the first of December. The heavy grading will be commenced shortly. Heavier work is required in and adjacent to Huntsville, than at any other place between Moberly and Salisbury. The contract for ties will be let out next week, and if the President can make satisfactory arrangements for the iron, which is highly probable, the whole road will be completed and in running order to Salisbury by December.

We have but little doubt that Brunswick will remain the western terminus but a short time. The people of the counties west, have taken hold of the matter in such spirit as leaves no doubt of their success. Carroll County has 25,000 acres of swamp lands. This, with a subscription of \$50,000, is sufficient for that county. The people will willingly subscribe these. Ray County, next west, has just subscribed \$200,000. The people of Clay County, who lately made a large subscription to the Kansas City and Cameron Railroad, since they have seen such fine prospects of the construction of the Missouri Valley Railroad, have so changed

their policy to favor this road, as to reduce their subscription (by compromise) to the other, to \$100,000.—*Huntsville Recorder*.

Death of Jacob Strader.

We are called to the melancholy duty of recording the death of almost the last of the pioneer boatman of Cincinnati, Capt. JACOB STRADER, who closed a long and useful career Tuesday morning, bearing with him to the great hereafter the regrets of a host of personal friends and the universal esteem of his fellow citizens.

The Captain was a native of New Jersey—born in August, 1795—his parents were in moderate circumstances, and his youth was spent at the plow. Entranced with the glowing accounts of the Great West, he gathered up his little property, and, in 1817, found himself in Cincinnati in the employ of J. W. PIATT, banker, corner of Broadway and Columbia, in the Broadway Hotel—a banking institution, by the way, of no little importance in those days, as many of our old citizens well remember. He was successively engaged in milling, dry goods and commission and grocery business. His first essay in steamboating was on the first General Pike, built in 1818—first commanded by Capt. PENNYWALT, then by ROWAN, STRADER being clerk.

The first Pike was a sternwheel boat, cabin below, no hurricane roof—a small, inconvenient little craft, whose significance and inefficiency would now excite only wonder and derision, and yet she was in that day thought to be quite the handsome thing by himself and Mr. GORMAN, long and well known afterwards under the firm of STRADER & GORMAN. The second, known as the "Little Pike," was built. This was the first attempt at sidewheels and cabin on deck. STRADER took command and Capt. SUMMONS and ARMSTRONG, pilots on the first Pike, were retained. These gentlemen afterwards for many years, and until their death, were in command of STRADER'S boats. Their next effort at progress in boat building was the Ben Franklin, called the White Cinnamon Ben. They built also the boat Portsmouth, Capt. EDMONDS, the Guyandotte, Capt. SEMBLE, followed by a still further advance towards steamboat comfort in the second Ben Franklin, called the Green Room Ben, from the fact of her having a ladies' cabin a half story above the deck. They owned the Commerce, Swiftsure, Long Pike, Mobile Ben, and many other boats, in all twenty-three including some eight or nine Pikes and the same number of Franklins—each new boat being an improvement upon the last, until the present Jacob Strader and Telegraph are models of all the latest improvements in steam navigation, being in comfort and splendor compared with the first Gen. Pike what Judge ESTIE'S dwelling is to a primitive log cabin, or a street railroad car to an omnibus. In 1830, Capt. STRADER secured the mail contract between Louisville and Cincinnati, having, since the first Pike, established a regular packet line between those ports. This contract he retained until he sold out to the present company, in 1846. In 1837, Capt. STRADER retired from personal charge of his boats, after a faithful and successful service of nearly twenty years, during which no history of steamboating can record any experience more prudent or prosperous than his.

But Capt. STRADER has had more to do with the history of Cincinnati than this. He was among the pioneers in the establishment of the first railroad to Cincinnati, the Little Miami, of which Gov. MORROW was the first President, and he the second, remaining at its head until declining health compelled him to resign some few years since. He was also the head of a large banking-house—the late Mr. A. HARKNESS and Mr. FOSDICK, he founded the immense cotton factory on Third and John streets. The structure and machinery upon it cost some \$200,000 more. It is still in successful operation. Capt. STRADER has seen an immense city gradually rise about him; and he has himself been largely instrumental in her success and prosperity. He has seen a long generation rise and fall before him—he has bid farewell, one after the

Wards.

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other, to an host of the confreres of his early life and activity, until he saw the army of patriarchs, to whom this generation is indebted for their splendid heritage, dwindle down to a little band of gray heads, who are rapidly diminishing under the relentless fiat of old father Time. Years and infirmities increased upon the old Captain, until now, the few old friends and fellow pioneers of his youth are called upon to say farewell and God be with you on the final trip to that port where so many have gone before.—*Cin. Commercial.*

Taxable Valuation of Boston.

| Wards. | Real Estate. | Personal Estate. | Polls. |
|---------|--------------|------------------|--------|
| 1..... | \$7,673,300 | \$2,850,200 | 3,554 |
| 2..... | 5,380,300 | 696,300 | 3,510 |
| 3..... | 6,905,700 | 3,220,200 | 2,220 |
| 4..... | 38,319,300 | 36,758,500 | 3,179 |
| 5..... | 5,582,700 | 2,288,700 | 2,200 |
| 6..... | 27,453,800 | 23,299,800 | 2,245 |
| 7..... | 10,573,700 | 23,733,800 | 2,561 |
| 8..... | 11,696,800 | 4,937,900 | 2,170 |
| 9..... | 8,760,200 | 3,182,000 | 1,993 |
| 10..... | 7,467,600 | 2,689,700 | 2,189 |
| 11..... | 19,403,100 | 6,318,400 | 4,158 |
| 12..... | 8,640,200 | 2,507,900 | 4,200 |

| | | | |
|------------|---------------|---------------|--------|
| Total 1860 | \$163,856,700 | \$112,483,200 | 34,179 |
| Do. 1859 | 158,410,900 | 105,018,100 | 33,456 |

| | | | |
|----------|-------------|-------------|-----|
| Increase | \$5,445,800 | \$7,465,100 | 723 |
|----------|-------------|-------------|-----|

| | | | |
|-------------------------|---------------|--|--|
| Total valuation in 1860 | \$276,339,900 | | |
| Do. do. 1859 | 263,429,000 | | |

| | | | |
|----------|--------------|--|--|
| Increase | \$12,910,900 | | |
|----------|--------------|--|--|

| | | | |
|-----------------------------|-------------|--|--|
| Amount to be raised in 1860 | \$2,530,000 | | |
| Do. do. 1859 | 2,500,000 | | |

| | | | |
|------------------------|------------|--|--|
| Rate per cent. in 1860 | .93 cents. | | |
| Do. do. 1859 | .97 " | | |

| | | | |
|------------------------------------|----------|--|--|
| City portion of the State Tax 1860 | \$82,245 | | |
| Do. do. do. 1859 | 98,694 | | |

| | | | |
|---------------------------------|---------------|--|--|
| In 1858 the total valuation was | \$254,714,100 | | |
| In 1848 do. do. | 167,728,000 | | |

Commerce of New York.

The annual report of the New York Chamber of Commerce has been published in an octavo volume of 364 pages. The volume contains the proceedings and special reports of the year 1859; a list of members, January, 1860, with the by-laws in force; also the laws of the State, passed 1860, in reference to commercial matters; and elaborate reports on the following subjects for the year 1859: Asia, (Commerce with); Assay Office, New York; Banks; Battery extension; Boot and shoe market; California trade; Canals of New York; China trade; Clearing houses of New York; Coal trade; Coffee trade; Coinage; Collisions at sea; Coolie traffic; Cuba trade; Currant trade; Decimal weights and measures; Domestic manufactures of New York; Drug trade; Dry goods trade; Dye woods; Encroachments on the harbor; Fire in cotton ships; Frauds in cotton; Freights; Eruts; Hemp market; Hudson river; Indigo; Insurance, Marine and Fire; Key West Wrecks; Leather trade; Lumber trade; Magnetic telegraph; Naval stores; Newark Bay; Population and debt of New York City and State; Quarantine; Reciprocity treaty; Rice; Salt production; Saving banks; Sandy Hook; Staves; Sugar; Taxation in New York; Tea trade; Tobacco trade; Turpentine; Weights and measures; Wine and liquor trade, &c.

One of the most valuable contributions to the Chamber of Commerce reports, is the annual summary of marine losses, showing the number of ships, steamers, barques, brigs and schooners lost each month of the year, with the amount of loss on each. The official documents are also of value, and find a prominent place, viz: Treaty with China; progress of debt, taxation, and real and personal property, each year since 1805.

The executive committee acknowledge interesting and acceptable details contained in the official and other reports of the following gentlemen—in formation highly necessary to illustrate the im-

portant subjects under consideration: Hon. Howell Cobb, Secretary of the Treasury of the United States; Hon. William B. Reed, of Philadelphia; Professor John H. Alexander, of Baltimore, Md.; Professor Alexander Dallas Bache, Superintendent United States Coast Survey; James Ross Snowden, Esq., Director of the United States Mint; D. H. Craig, Esq., of New York; D. T. Valentine, Esq., Clerk of the Common Council, New York; J. H. Upton, Esq., Special Agent of New York Board of Underwriters.

New Orleans and Ohio Railroad.

Matters of great interest to our road, and to our city, have transpired within the past three days. Judge Brown, the President of the Mobile and Ohio Railroad, reached our city on Wednesday last, and after an interview with the President and Board of the New Orleans and Ohio Road, and an address to the people of our city on Thursday night, the preliminary steps were taken with a view to the ultimate consolidation of the two roads, and the early completion of the road from Paducah to Union City, where it connects with the trunk of the Mobile and Ohio Road. To facilitate the important interests pending, Henry Enders, Esq., resigned his position as a member of the Board, and Judge Campbell resigned his position as President of our road, when Judge Brown was immediately elected a member of the Board and President of the company, and Judge Campbell was elected Chairman of the Finance Committee, and vested with the powers of President in the absence of Judge Brown.

If arrangements connected with the right of way, &c., in Tennessee can be favorably arranged the road will be promptly pressed to completion, and the cars will be running through from Mobile to Paducah before the 1st of January next.

We cannot refrain from calling the attention of St. Louis and Cincinnati to the above. The bare statement of the facts is sufficient to indicate to the intelligent business men of those cities that the connection of the Ohio River at this point with the extreme South is now beyond doubt, and is suggestive of the high importance on their part of an early connection with Paducah by branch lines from the Illinois Central and the Ohio and Mississippi Roads. The importance of this matter ought not, and, we believe, will not be overlooked by them.—*Paducah (Kentucky) Herald.*

Vicksburg, Shreveport and Texas Railroad.

This road has been completed to Delhi. The opening of the road to that place was made the occasion of great rejoicing. The *Floyd Louisianian* makes the following remarks on the advantages to Vicksburg and the country through which the road passes from its extension thus far towards its final termination:

The southern portion of Carroll, lying west of the Bayou Macon, has long felt the necessity of a railroad, and her interests have materially suffered from the want of a direct and speedy communication with the Mississippi river.

Our bayou, for at least one-half of the year, is useless for the purposes of navigation. The completion of the railroad to Delhi will give unsurpassed facilities to travel, for the reception of freight and the transportation to market of the agricultural products of our parish. We but reiterate what we have said, that that portion of the parish of Carroll lying west of the Bayou Macon, known as the "Bayou Macon Hills," is the best planting country in the South above overflow. The lands, on account of their inaccessibility, until within the last few years, have been overlooked. We think the prospects of this portion of our parish the most cheering; and we confidently anticipate a rapid emigration of good and substantial planters to our fertile country.

We can congratulate the city of Vicksburg, as well as our own citizens, on the completion of this road to Delhi; for if her merchants and business men will only use the proper exertions, they will secure a large, lucrative and constantly increasing business.

Injunction Upon a Railroad.

We learn from the *Troy Whig* that an injunction has been served on the parties who purchased the Albany, Vermont and Canada Railroad, to prevent their taking up the rails on the line of the road from the Junction to Eagle Bridge. The Troy and Rutland Railroad Co. are the parties on whose motion the injunction has been issued. During the last week the owners of the line commenced removing the rails, whereupon Judge Gibson, as Attorney for the road, made out the necessary papers and procured a temporary injunction from Judge Peckham. The matter is to be argued before him in this city on Monday night. J. B. Gale, Esq., is Attorney for the defendants, whose President is James Forsyth, Esq. If decided in favor of the moving parties the rails must remain in their present position. Of course they have reasons of their own for so desiring. The injunction is claimed on the ground that the company has no right to abandon a franchise. Both sides will be represented here by able counsel, and the principles decided will be quite important as precedents.

James River and Kanawha Canal.

At an adjourned meeting of the stockholders of the James River and Kanawha Company, held last night, the Committee of thirteen, to whom had been referred the agreement entered into between E. de Bellot des Minieres for a French company of capitalists, Thomas H. Ellis for the Board of Directors of the James River and Kanawha Company, and Alex. R. Holladay for the Board of Public Works, for the sale of the James River and Kanawha Canal, made a report, which was adopted almost unanimously, only three votes being cast against it.

The report states that the further action of the Legislature will be necessary to make the agreement final. It fixes the capital of the new company at no less than twenty nor more than thirty-five millions of dollars—requires one million of dollars' worth of registered stock to be deposited with the Commonwealth, four hundred thousand dollars with the present company, and three hundred thousand dollars with the State, to pay for the Kanawha improvement, when the works are to be transferred.

It also provides for the completion of canal to the Ohio river in eight years, and the enlargement of the Dock in ten years—and provides for immediate repairs to the canal between Richmond and Buchanan, including dams, bridges, aqueducts, &c., for an annuity to the State of \$135,000, which is to be perpetual.

After the reading of the report, a resolution was offered by Mr. Grattan, and a scale vote being called, was adopted, as follows: Ayes, 11,372; noes, 3. It reads thus:

Resolved, That the agreement reported by the Committee be and the same is hereby approved, and that Thos. H. Ellis, President of the company, be and he is hereby instructed to execute the said agreement on the part and in behalf of the James River and Kanawha Company, upon the execution of the said agreement by E. de Bellot des Minieres, in behalf of himself and the parties he represents.

Gen. Taliaferro, from the Committee, offered the following resolutions, which were adopted:

Resolved, That the stockholders of the James River and Kanawha Company hereby express their high approval of the scheme entertained and proposed by Messrs. Bellot des Minieres Brothers & Co., of establishing docks in the city of Norfolk, or other point in this State, with a view still further to facilitate and accommodate the direct export and import trade of Virginia; and they cordially recommend the said scheme to the favorable consideration of the General Assembly.

Resolved, That in view of the magnitude of the public interests involved, and the importance of speedy action, the Governor of the State be and he is hereby earnestly requested to convene the General Assembly in extra session, at such time as he may deem expedient, for the purpose of considering the agreement which has been approved by

the stockholders, with a view to the completion of the James River and Kanawha Canal.

A motion was made to publish the proceedings in the newspapers of Richmond, Norfolk and Petersburg, which was adopted, and the meeting then adjourned.

Thus it will be seen, that so far as the stockholders are concerned, the Canal has been parted with to the French Company, as soon as they comply with the terms, and the Legislature confirms the sale.—*Richmond Despatch*, Aug. 31.

Knoxville (Tenn.) and Kentucky Railroad.

The Knoxville (Tenn.) *Register*, of the 16th, says:

This company is making rapid progress in the construction of this road, near four hundred hands being now at work. The iron for the first ten miles has been purchased from a company manufacturing in Alleghany county, Md. The rail is the same pattern, though heavier, than that used on the Orange and Alexandria road, and will be delivered at Knoxville for less price per ton than any railroad iron ever heretofore brought to this place—the whole cost per ton of 2,240 pounds being only \$56 delivered at Knoxville. For this iron the company pay cash on its delivery at Alexandria, Va., the first instalment to be delivered at that point between the 15th inst., and the 1st of September. A locomotive exactly similar to the two new locomotives—the Knoxville and the Bristol—recently brought on the East Tennessee and Virginia road, has also been purchased at one of the manufactories in Paterson, N. J. From all this it will be seen that, by the middle of September or the 1st of October, the track-laying will be commenced, and it is the intention of the company to have the track down and the cars running to the first station, ten miles from the city, by Christmas day. The difference between the estimates and the actual cost of the grading of the first three miles now ready for the track was only \$24 57.

Interest on Stocks, Bonds, etc.

The Southwestern Railroad Company of Georgia have declared a dividend of 4 per cent. for the 6 months ending July 31st, and a further extra dividend of 5 per cent. on the same stock, both dividends payable on the 15th inst.

The trustees of the first mortgage bondholders of the Vermont Valley Railroad Company have declared a dividend of 50 per cent. (being the balance due) on coupons of October 1, 1856, payable on and after August 29, 1860, at the office of the treasurer of the Company in Bellows Falls. For the convenience of bondholders in New York and elsewhere, the dividend will be paid for the space of one month, viz., from the 29th of August to the 29th of September, at the office of Alexander Hamilton, jr., No. 41 Wall st., Jauncey Court.

The coupons of the city of Toledo, due September 1st, will be paid by Bliss, Williams & Co., No. 4 Wall st.

Mr. Haws, the City Comptroller, invites proposals for \$250,000 of Croton water stock, until the 13th of September next, at 2 o'clock p. m. This stock will bear interest at the rate of 6 per cent. per annum, payable quarterly, and the principal is re-imburseable on the 1st of November, 1883. The Comptroller also invites proposals until Aug. 16, at 2 p. m. for \$250,000 of Central Park Improvement Fund stock. It will be issued in shares of \$100 each, bearing interest at the rate of six per cent. per annum, payable quarterly, and the principal redeemable on November 1, 1876.

Messrs. Clark Dodge & Co. pay the interest on the bonds of Johnson County, Iowa. The interest coupons due Sept. 1, upon the Florida, and the Florida, Atlantic & Gulf Central Road 7 per cent.

bonds, will be paid at the office of H. Meigs, jr., and Smith, No. 30 William st.

The Illinois Central Railroad Company is now paying the principal of the Free Land bonds, due Sept. 1st.

Southern Pacific Railroad.

The *Marshall Republican*, of the 11th ult., has the following notice of Dr. Fowlkes, and the Southern Pacific Railroad:

On Tuesday last, Dr. Fowlkes left Marshall for Memphis and New York, carrying with him the good will and best wishes of our citizens.

The friends of the Southern Pacific Railroad have reason to congratulate Dr. Fowlkes on the success of his labors. At no period since the commencement of this great enterprise, has it occupied such a commanding position before the public.

Dr. Fowlkes, during his brief stay in Marshall, has, we understand, effected an arrangement which virtually extinguishes \$250,000 of the paper previously given for its indebtedness. The remaining portion of the paper given in payment of the Texas debt will be discharged in less than sixty days, and ample fund furnished to meet all current expenses, to carry on the work vigorously.

The President of the company has been ordered, by resolutions of the board, to purchase the iron for one hundred miles of road, for which he has ample means.

Messrs. DeGraffe & Smith expect to commence, without further delay, active operations on the work. Their contract with the company requires the construction of fifty miles of road in fifteen months, but it is their desire and intention to finish it much earlier. For this purpose they propose to let out sub-contracts at reasonable rates for cash. Mr. Smith has left for the Northwestern States, to purchase corn, provisions and other supplies, to be in New Orleans ready for shipment as soon as navigation opens in Red River.

The stock books have been closed.

Pittsburg and Connellsville Railroad.

We are informed that the work of laying the iron on the Turtle Creek Division of the Pittsburg and Connellsville Railroad will be commenced in a few days, and the prospects are favorable for the completion of the road to Pittsburg in two or three months. Once completed to Pittsburg, the future of the road is full of promise, and the completion of the Eastern Division to Cumberland may be looked for as a necessity at an early day. The company has had many obstacles to overcome in the construction of the Turtle Creek Division, owing to the avaricious and illiberal course of some of whom the right of way had to be procured. But all the difficulties have been surmounted, and the trains will shortly run regularly to the "Smoky City."—*Connellsville Patriot*.

New Orleans and Opelousas Railroad.

The bondholders of the New Orleans, Opelousas and Great Western Railroad are notified that provision has been made for the payment of the October coupons of interest at London, New York, and in this city. The punctuality with which this company meets all of its obligations, as well as the wisdom and foresight displayed in its general management, are the universal theme of some of our soundest financiers and largest capitalist. The bonds at present upon the market are being absorbed for permanent investment by those of our citizens who appreciate unquestionable security with remunerating returns beyond wild speculation with greater prospective (though too often doubtful) results. The New Orleans, Opelousas and Great Western Road is being rapidly extended, and when completed cannot fail to be one of the safest and most profitable enterprises in the country. In fact, it is calculated that at no distant day the alternate sections of land accruing to the company along the whole line of railroad will more than reimburse the full amount expended in its construction and equipment.—*N. O. Picayune*.

Railroad Earnings.

The earnings of the Rock Island and Chicago Railroad Company for August were \$133,450
Do. 1859 84,146

Increase \$49,304

The receipts of the Grand Trunk Railway of Canada for the week ending August 18, were \$52,395 14
Week ending August 20, 1859. 41,954 92

Increase in 1860 \$10,440 22
Total traffic from July 1st, 1860 \$375,109 27
Same period last year 280,872 13

Increase \$94,237 14

The following are the earnings of the Great Western Railway of Canada for the week ending August 24, 1860:

Passengers \$21,963 90
Freight and live stock 15,080 25
Mails and sundries 1,410 60

Total \$38,454 75
Corresponding week of last year. 34,968 28

Increase \$3,486 46

The earnings of the Troy and Boston Railroad for the month of July compare as follows:

July, 1860. \$30,410 37
July, 1859. 24,991 82

Increase \$5,418 55

The business of the road for the four months of 1859 and 1860, ending August 1, compares as follows:

| | 1859. | 1860. | Increase. |
|------------------------|----------|-------|-----------|
| April.....(about)..... | | | \$3,000 |
| May.....\$23,181..... | \$26,842 | 3,361 | |
| June.....21,956..... | 27,446 | 5,400 | |
| July.....24,991..... | 30,410 | 5,419 | |

Increase in four months \$17,570

The earnings of the Cleveland and Toledo Railroad for August were \$65,910
Do. 1859 62,500

Increase \$3,410

The Hudson River Railroad earnings were:
August, 1860 \$167,219 75
" 1859 155,163 78

Increase \$12,055 97

EARNINGS FOR THREE YEARS.
August, 1858 \$139,488 64
" 1859 155,163 78
" 1860 167,219 75

The following is a statement of the traffic receipts of the Northern Railway of Canada for the week ending August 25th:

Passengers \$1,435 97
Freight 4,135 86
Mails and sundries 78 56

Total receipts for the week \$5,650 39
Corresponding week, 1859. 4,230 49

Increase \$1,419 90
Total traffic from Jan. 1, 1860 \$209,462 73
Corresponding period of 1859. 144,876 88

Increase in 1860 \$64,585 85

The earnings by the Chicago, Burlington and Quincy Railroad, in August, were:

| | 1859. | 1860. |
|------------------|-------------|--------------|
| Freights..... | \$85,295 34 | \$183,211 00 |
| Passengers..... | 41,716 41 | 43,430 50 |
| Mails, etc. | 4,187 74 | 3,380 16 |

Total.....\$131,199 49 \$230,021 66
Increase \$98,822 17

The following is a statement of the earnings of the Buffalo, New York and Erie Railroad (Buffalo to Corning) for August, 1860, compared with the same month of last year:

| | Aug., 1859. | Aug., 1860. |
|--------------------|--------------------|--------------------|
| Passengers..... | \$15,399 07 | \$16,428 29 |
| Freight..... | 28,461 36 | 38,915 57 |
| Other sources..... | 1,686 86 | 1,816 40 |
| Total..... | \$45,547 29 | \$57,160 26 |

The gross earnings of the Panama Railroad Company for July were:

| | |
|-------------------------------|---------------------|
| From Passengers..... | \$42,832 25 |
| “ Freight of merchandise..... | 60,117 85 |
| “ “ “ treasure..... | 12,731 43 |
| Total..... | \$115,681 58 |

July, 1859.....135,000 00

Decrease.....\$20,000 00

The above figures do not include any mail money. The increase in freight earnings is nearly 100 per cent. on 1858.

The receipts of the Grand Trunk Railway of Canada for the week ending August 25th, 1860, was.....\$60,734 29

Corresponding week last year.....46,881 09

Increase.....\$14,853 20

Total traffic from July 1, 1860, to date.....\$435,843 56

Corresponding period, 1859.....327,253 22

Increase.....\$108,590 34

Central Ohio Railroad.

The annual meeting of the stockholders of the Central Ohio Railroad was held in Zanesville on 28th ult. The old Board of Directors was unanimously re-elected, as follows:

H. J. Jewett, George James, C. B. Goddard, and Daniel Applegate, Muskingum county; Isaac W. Hall, Guernsey county; J. D. Wright and David McCarty, Belmont county; Elias Fasset and Geo. B. Wright, Licking county; D. W. Deshler and J. Wm. Baldwin, Franklin county; Walter B. Brooks and Thomas C. Jenkins, Baltimore, Md.

Tredegear Iron Works.

A first class locomotive is now being finished at the foundry of Messrs. JOSEPH R. ANDERSON & Co., Richmond, Va., for the York River Railroad Company. It is to be called the 'Atlantic.'

We understand that an invitation is about to be extended to the Board of Public Works to take a trip on the line. We have no doubt but that they will be highly pleased with it in every respect.—*Richmond Enquirer.*

Baton Rouge and Grosse Tete Railroad.

We copy the following, in regard to the Baton Rouge and Grosse Tete road, from the *Baton Rouge Advocate*. Announcing the return of Mr. W. S. Pike, the editor says:

In company with Col. Duralde, President of the Grosse Tete Railroad, arrangements have been effected to procure the iron necessary to lay down the unfinished portion of that road beyond its termination on the bayou. We are also informed that Judge Boyce made the negotiations for eighty miles of iron for the Central Stem Road, which is to connect with the Grosse Tete road at the Atchafalaya.

The Baton Rouge and New Orleans road, we are happy to learn, is also in a fair way of being undertaken again, and with the fairest promises of success. Mr. Pike informs us that negotiations have been opened with responsible parties to take the contract, and we are in hopes that in a few days we will be able to announce to our readers that the work will be commenced with vigor and eventually completed to the satisfaction all.

The rates of gross earnings of all the roads of the State has equaled about 12.50 per cent. of their cost, and of net earnings 5.34 per cent. The rate of dividends paid on the aggregate share capital has been 2.84 per cent. The ratio of current expenditures to gross earnings has been about 57.29 per cent. The rate of net earnings would be slightly increased but for the rent paid for leased roads, which is included in current expenditures.

Of the total share capital in 1859, \$14,933,227 only \$7,564,189 was productive, leaving \$7,429,038 or about one-half the amount unproductive. On the productive portion dividends to the amount of \$418,825 were paid, equaling 5½ per cent. The average rate for the whole amount, 21 yrs. 177,812,502

| Year. | Share Capital. | Bonded Debt. | Floating Debt. | Total. | Cost of Road and Equipmt. | Length of Road. | Passenger Earnings. | Gross Earnings—Freight. | Mail, etc., Earnings. | Total Earnings. | Operating and Repairs. | Earnings less Expenses. | Amount of Dividend. |
|---------------------|----------------|--------------|----------------|-------------|---------------------------|-----------------|---------------------|-------------------------|-----------------------|-----------------|------------------------|-------------------------|---------------------|
| 1839..... | 500,000 | 200,000 | 29,606 | 729,606 | 729,606 | 18.13 | 20,000 | 10,000 | 1,033 | 31,933 | 11,500 | 20,433 | 24,000 |
| 1840..... | 2,150,000 | 450,000 | 28,692 | 2,628,692 | 2,628,692 | 102.22 | 118,889 | 58,754 | 9,021 | 181,664 | 75,665 | 106,000 | 24,000 |
| 1841..... | 2,300,000 | 700,000 | 23,373 | 3,023,373 | 3,023,373 | 102.22 | 154,334 | 82,691 | 9,688 | 246,664 | 108,075 | 138,491 | 32,000 |
| 1842..... | 3,323,812 | 1,120,310 | 19,525 | 4,463,647 | 4,340,985 | 176.22 | 189,348 | 130,419 | 20,673 | 340,435 | 151,782 | 188,653 | 27,000 |
| 1843..... | 3,823,812 | 1,067,364 | 66,977 | 4,958,153 | 4,380,215 | 176.22 | 190,856 | 156,105 | 25,837 | 376,798 | 206,227 | 169,671 | 27,000 |
| 1844..... | 3,600,000 | 1,367,364 | 56,500 | 5,023,864 | 4,708,206 | 176.22 | 256,654 | 198,788 | 30,370 | 479,812 | 206,147 | 273,665 | 27,000 |
| 1845..... | 4,050,000 | 1,600,000 | 121,720 | 5,771,720 | 5,268,591 | 201.75 | 286,201 | 237,665 | 28,915 | 552,781 | 252,486 | 300,345 | 27,000 |
| 1846..... | 4,730,000 | 1,681,000 | 150,000 | 6,511,000 | 5,928,418 | 201.75 | 404,415 | 290,750 | 38,135 | 650,794 | 252,486 | 398,348 | 27,000 |
| 1847..... | 4,926,318 | 1,798,000 | 139,211 | 6,863,529 | 6,422,888 | 201.75 | 443,604 | 323,909 | 42,934 | 816,578 | 292,599 | 523,946 | 27,000 |
| 1848..... | 5,317,200 | 2,177,000 | 82,117 | 7,576,317 | 6,942,652 | 201.75 | 502,849 | 389,229 | 53,989 | 942,599 | 327,788 | 614,811 | 27,000 |
| 1849..... | 6,588,500 | 2,231,373 | 163,957 | 8,983,830 | 8,834,070 | 208.75 | 602,849 | 470,685 | 62,334 | 1,086,468 | 391,667 | 694,801 | 27,000 |
| 1850..... | 10,122,269 | 3,308,973 | 490,764 | 13,922,006 | 13,720,451 | 408.63 | 1,308,068 | 624,786 | 124,918 | 2,057,772 | 1,139,936 | 917,836 | 52,122 |
| 1851..... | 11,007,999 | 4,967,823 | 546,144 | 16,520,966 | 16,494,895 | 452.63 | 1,509,927 | 774,763 | 151,188 | 2,435,878 | 1,308,718 | 1,127,160 | 52,122 |
| 1852..... | 11,859,498 | 5,854,600 | 681,704 | 18,395,802 | 16,962,696 | 462.63 | 1,653,800 | 702,760 | 160,166 | 2,516,726 | 1,308,718 | 1,208,008 | 52,122 |
| 1853..... | 14,336,309 | 7,428,180 | 728,999 | 22,493,488 | 22,438,326 | 577.40 | 1,800,668 | 936,951 | 207,768 | 3,040,969 | 1,518,357 | 1,522,612 | 52,122 |
| 1854..... | 14,841,962 | 8,011,955 | 1,039,846 | 23,883,763 | 23,151,765 | 638.85 | 1,809,194 | 1,058,792 | 225,662 | 3,093,648 | 1,518,357 | 1,575,291 | 52,122 |
| 1855..... | 14,942,337 | 8,517,167 | 991,719 | 24,451,223 | 23,939,028 | 648.99 | 1,859,134 | 1,058,792 | 225,662 | 3,143,526 | 1,518,357 | 1,625,169 | 52,122 |
| 1856..... | 14,963,127 | 8,779,887 | 602,454 | 24,345,468 | 24,111,787 | 653.65 | 1,785,134 | 1,177,995 | 240,937 | 3,203,866 | 1,518,357 | 1,685,509 | 52,122 |
| 1857..... | 14,977,966 | 8,806,706 | 827,669 | 24,611,241 | 24,204,433 | 653.65 | 1,918,938 | 1,170,874 | 262,424 | 3,352,236 | 1,518,357 | 1,833,879 | 52,122 |
| 1858..... | 14,978,166 | 8,572,660 | 728,828 | 24,279,654 | 24,326,885 | 653.65 | 1,595,991 | 997,735 | 273,532 | 2,867,258 | 1,518,357 | 1,348,901 | 52,122 |
| 1859..... | 14,933,227 | 9,209,848 | 553,977 | 24,757,052 | 24,747,869 | 654.65 | 1,692,220 | 1,206,309 | 264,602 | 3,163,131 | 1,518,357 | 1,644,774 | 52,122 |
| 21 yrs. 177,812,502 | 87,799,240 | 8,067,577 | 273,679,309 | 265,355,831 | 265,355,831 | 7,646.71 | 18,677,698 | 12,106,293 | 2,421,028 | 33,205,019 | 19,026,310 | 14,178,709 | 5,056,186 |
| Average 8,467,262 | 4,180,916 | 384,169 | 273,679,309 | 265,355,831 | 265,355,831 | 364.13 | 889,414 | 570,490 | 115,257 | 1,581,191 | 905,967 | 675,224 | 240,771 |

Statement showing the Share Capital, Indebtedness, Cost, Mileage, Receipts for transportation of Passengers, Receipts for transportation of Freight, Receipts for transportation of Mails, Operating Expenses, Net Earnings, and Dividends paid by the Railroad Companies of the State of Connecticut, for each year, since the opening of the first road in 1839: (Being a summary of the tables published in the Journal of the week before last.)

Railroads of the State of Connecticut, 1839—1859.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | Earnings. | | | | Price of shares. | |
|---------------|------------|---------------------------|--------------------------|--------------------------------|------------|------------|---------------|------------|---------------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|-----------|--|--|---|---------------|----------|------------------|------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidelings. | Road in progress or projected. | Cars. | | | | Property and Assets. | | | Liabilities. | | | | Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | | | Dividends. |
| | | | | | Engines. | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Gross. | | | | Net. | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| M. | M. | M. | M. | No. | No. | No. | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | \$ | P. c. | P. c. | |
| ALABAMA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Jun. '59 | 43.3 | | | | 72.3 | 3 | 2 | 19 | Alabama and Florida | 1,086,278 | * | | 539,396 | 473,500 | 101,205 | 1,127,174 | 27.3 | | 59,430 | 22,350 | | |
| 28 Feb. '59 | 30.3 | | | | 58.1 | 2 | 2 | 19 | Alabama and Mississippi | 461,505 | | 30,901 | 335,010 | 109,500 | 21,632 | 518,965 | 30.3 | | 55,791 | 31,852 | | |
| 31 May '59 | 99.2 | | | | 68.4 | 7 | 7 | 84 | Ala. and Tennessee Rivers | 2,101,007 | 144,549 | | 1,054,915 | 713,226 | 212,496 | 2,264,468 | 99.2 | 76,133 | 155,628 | 78,907 | | |
| 30 Jun. '59 | 67.0 | | | | 171.3 | | | | Mobile and Girard | 1,500,000 | | | | | | | 57.0 | 236,791 | 76,773 | 21,006 | | |
| 1 Jan. '59 | 319.2 | 14.7 | | | 213.0 | 25 | 18 | 361 | Mobile and Ohio | 7,252,801 | 681,859 | 114,894 | 3,441,859 | 4,051,547 | 726,546 | 8,360,702 | 202.0 | 372,300 | 769,787 | 420,000 | | |
| 28 Feb. '59 | 88.5 | 28.4 | | | 209.5 | 20 | 14 | 272 | Montgomery and West Point | 1,819,403 | 279,435 | 100,000 | 1,419,672 | 922,621 | 18,956 | 2,462,492 | 116.9 | | 446,153 | 211,880 | 6 | |
| 6 Dec. '59 | | | | | 26.1 | | | | North East and South West | 600,000 | | | 650,000 | | | 1,030,957 | | | | | | |
| | | | | | | | | | Tennessee and Ala. Central | | | | | | | | | | | | | |
| ARKANSAS. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '58 | 38.5 | | | | 301.4 | | | | Cairo and Fulton | | * | | 351,524 | 446,000 | 10,725 | 811,949 | | | | | | |
| | | | | | 107.5 | | | | Memphis and Little Rock | 553,877 | * | | | | | | | | | | | |
| CALIFORNIA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '59 | 22.5 | | | | 41.8 | | | | Sacramento Valley | 1,547,100 | * | | 791,100 | 756,000 | | 1,547,100 | 22.5 | | 211,420 | 115,076 | | |
| CONNECTICUT. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Jan. '59 | 23.9 | | | | 3 | 6 | 30 | | Danbury and Norwalk | 333,237 | 49,773 | | 279,050 | 85,000 | 3,502 | 404,622 | 23.9 | | 56,044 | 20,618 | 6 | |
| 30 Sep. '59 | 122.4 | | | | 75.1 | 16 | 20 | 260 | Hartford, Provid. and Fishkill | 3,903,455 | 302,511 | | 1,936,740 | 1,810,500 | 319,443 | 4,323,922 | 122.4 | 246,523 | 333,500 | 152,777 | | |
| 31 Aug. '59 | 61.4 | 10.6 | | | | | | | Hartford and New Haven | 3,108,018 | 254,000 | 102,889 | 2,350,000 | 964,000 | 16,463 | 3,932,432 | 72.0 | 314,763 | 723,460 | 204,134 | 10 | 131 |
| 31 Dec. '58 | 74.0 | | | | 11 | 19 | 212 | | Housatonic | 2,438,847 | * | 8,559 | 2,000,000 | 278,500 | 76,675 | 2,555,837 | 159.0 | | 271,273 | 66,330 | | |
| 31 Dec. '58 | 57.0 | | | | 7 | 15 | 178 | | Naugatuck | 1,578,301 | * | | 1,031,800 | 437,500 | 30,713 | 1,706,802 | 57.0 | | 199,536 | 314,068 | | |
| 30 Nov. '58 | 62.3 | | | | | | | | N. Haven, N. London and Ston. | 1,470,661 | * | 11,050 | 738,538 | 750,000 | | 1,488,538 | 60.1 | | 76,758 | 8,946 | | |
| 31 Dec. '58 | 46.4 | 8.8 | | | | | | | New Haven and Northampton | 1,400,000 | * | | 922,500 | 500,000 | | 1,481,723 | 55.2 | | 158,652 | loss | 5 | |
| 30 Nov. '58 | 66.0 | | | | 5 | 5 | 167 | | N. Lond., Willimant. & Palmer | 1,561,241 | * | 5,453 | 510,900 | 1,055,600 | 272 | 1,575,147 | 66.0 | 91,134 | 104,464 | 30,512 | | |
| 31 Mar. '59 | 62.2 | | 63.8 | | 29 | 72 | 368 | | New York and New Haven | 4,579,879 | 661,547 | | 3,000,000 | 2,219,000 | 33,038 | 5,582,431 | 74.0 | 432,024 | 828,692 | 315,832 | 3 | |
| 31 Mar. '58 | 69.0 | 7.0 | | | | | | | Norwich and Worcester | 2,245,406 | 176,792 | | 2,522,300 | 324,130 | 69,614 | 2,598,672 | 66.0 | | 265,417 | 44,587 | | 37 |
| DELAWARE. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 71.0 | | | | 19.4 | | | | Delaware | 1,146,311 | * | | 252,561 | 735,000 | 123,750 | 1,146,311 | 71.0 | | 66,628 | | | |
| 30 Nov. '58 | 14.3 | | | | | | | | Newcastle and Frenchtown | 699,514 | | 25,000 | 762,320 | | | 767,278 | 14.3 | | 19,895 | | | |
| FLORIDA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Apr. '59 | 154.2 | | | | 45.1 | | | | Florida | 292,291 | * | | 317,847 | 154,000 | 70,620 | 543,237 | | | | | | |
| 30 Jun. '59 | 31.3 | | 2.0 | | 28.6 | 2 | 1 | 24 | Flo., Atlantic and Gulf Central | 396,310 | 28,608 | | 205,781 | 204,600 | 164,670 | 594,836 | 19.3 | | 10,255 | 1,504 | | |
| 30 Nov. '59 | 26.5 | 3.9 | | | 227.0 | | | | Pensacola and Georgia | | | | | | | | 29.4 | | | | | |
| GEORGIA. | | | | | | | | | | | | | | | | | | | | | | |
| 31 July '58 | 86.7 | | | | 15 | 11 | 105 | | Atlanta and La Grange | 1,179,381 | * | | 1,000,000 | 187,500 | 23,384 | 1,459,075 | 86.7 | | 362,061 | 197,357 | 8 | 125 |
| 30 Nov. '58 | 30.0 | | | | 133.5 | | | | Atlantic and Gulf—M. Trunk | | * | | | | | | 30.0 | | | | | |
| 31 Dec. '57 | 53.0 | | | | | | | | Augusta and Savannah | 1,032,200 | * | | 733,700 | 298,500 | | 1,032,200 | 53.0 | | 125,427 | 69,679 | | |
| 30 Apr. '59 | 43.5 | | | | 23.7 | | | | Brunswick and Florida | 755,000 | * | | 151,887 | | | | 31.0 | | | | | |
| 30 Nov. '59 | 191.0 | | | | 54 | 28 | 636 | | Central of Georgia | 3,750,000 | * | 826,171 | 3,750,000 | 106,267 | | 5,977,106 | 229.0 | 790,030 | 1,633,947 | 839,604 | 10 | |
| 31 Mar. '59 | 171.0 | 61.0 | | | | | | | Georgia (and Bank) | 4,174,492 | * | 829,550 | 4,150,000 | 373,000 | | 7,368,065 | 232.0 | | 1,154,621 | 544,363 | 8 | 100 |
| 30 Nov. '59 | 102.6 | | | | 18 | 16 | 171 | | Macon and Western | 1,500,000 | * | | 1,438,800 | 23,000 | 7,101 | 1,967,776 | 102.6 | 213,180 | 375,250 | 209,785 | 11 | 110 |
| 31 July '59 | 50.0 | | | | 7 | 2 | 107 | | Muscogee | 774,244 | 162,534 | | 669,950 | 249,000 | | 1,026,868 | 50.0 | | 202,714 | 110,516 | 8 | |
| 1 May '58 | 68.1 | | | | 3 | 4 | 33 | | Savannah, Albany and Gulf | 1,386,634 | 52,373 | | 1,275,901 | 10,200 | 180,621 | 1,473,140 | 71.6 | | | | | |
| 31 July '59 | 106.1 | 56.5 | 14.8 | 44.3 | 15 | 18 | 166 | | South Western | 3,165,000 | * | | 2,554,000 | 631,000 | | 3,185,000 | 147.2 | 171,758 | 547,876 | 337,769 | | |
| 30 Sep. '59 | 138.0 | | | | 52 | 24 | 705 | | Western and Atlantic | 5,901,497 | * | | built and own'd by State. | | | | 138.0 | | 832,343 | 454,541 | | |
| ILLINOIS. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Apr. '59 | 138.0 | | | | 62 | 31 | 990 | | Chicago, Alton and St. Louis | 10,000,000 | | | 3,500,000 | 4,500,000 | | 10,000,000 | 220.0 | | | | | |
| 31 Dec. '58 | 45.0 | | | | 6 | 14 | 101 | | Chic., Burlington and Quincy | 6,068,054 | 1,400,872 | 680,158 | 4,629,340 | 2,990,000 | | 8,149,084 | 210.0 | | 1,044,573 | 171,515 | 88 | |
| 1 Apr. '60 | 184.0 | | | | | | | | Chicago and Milwaukee | 1,799,984 | 67,869 | 120,000 | 988,000 | 762,865 | 188,085 | 2,050,065 | 45.0 | 14 mo. | 243,282 | 135,284 | | |
| 30 Jun. '58 | 181.8 | | | | 58 | 57 | 960 | | Chicago and Northwestern | 9,344,863 | * | | 2,000,000 | 7,369,031 | 75,829 | 9,344,863 | 194.0 | 10 mo. | 384,666 | 139,822 | | |
| 10 Nov. '58 | 33.2 | | | | | | | | Chicago and Rock Island | 6,776,119 | * | 175,165 | 5,603,000 | 1,397,000 | 5,651 | 7,643,104 | 228.4 | | 1,407,846 | 629,029 | 79 | |
| 31 Dec. '58 | 121.0 | 138.5 | 73.6 | | 60 | 63 | 1,369 | | Fox River Valley | 580,000 | * | | 580,000 | | | 580,000 | 84.0 | | | | | |
| 31 Dec. '58 | 454.8 | 252.5 | | | 113 | 96 | 2,305 | | Galena and Chicago Union | 8,027,473 | 1,311,917 | 211,003 | 6,026,400 | 3,783,015 | 292,466 | 10,300,517 | 326.5 | 808,231 | 1,547,561 | 620,328 | 4 | 781 |
| | | | | | | | | | Great Western | 5,022,926 | * | | 1,600,000 | 3,088,426 | 334,500 | 5,022,926 | 175.0 | | | | | |
| | | | | | | | | | Illinois Central | 19,674,214 | 3,347,799 | | 10,249,210 | 20,000,000 | 1,297,277 | 31,596,487 | 708.3 | | 1,976,578 | 556,624 | 86 | |
| | | | | | 81.5 | | | | Illinois River | | * | | | | | | | | | | | |
| | | | | | | | | | Ohio and Mississippi | 4,870,586 | * | | 1,780,295 | 3,292,403 | | | 148.0 | | oper by Chic. | & R. Is. | 125,000 | |
| | | | | | | | | | Peoria and Bureau Valley | | * | | | 600,000 | | | oper by Chic. | & R. Is. | | | | |
| | | | | | 129.0 | | | | Peoria and Hannibal | | * | | | | | | oper by Chic. | & R. Is. | | | | |
| | | | | | | | | | Peoria and Oquawka | 5,400,000 | * | | 1,569,889 | 2,200,000 | | | 186.0 | | oper by Chic. | & R. Is. | | |
| 31 Dec. '58 | 100.0 | | | | | | | | Quincy and Chicago | 1,978,555 | * | | 800,000 | 1,200,000 | | 2,000,000 | 100.0 | oper by Chic. | & R. Is. | | | |
| | | | | | | | | | Rock Island Bridge | | * | | | | | | oper by Chic. | & R. Is. | | | | |
| 31 Dec. '58 | 168.5 | 39.8 | 12.2 | | 31 | 30 | 424 | | Terre Haute, Alton & St. Louis | 7,008,958 | 628,487 | | 3,026,903 | 5,035,615 | 741,040 | 8,865,252 | 208.3 | | 823,767 | | | |
| INDIANA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Apr. '59 | 108.0 | | | | | | | | Cincinnati and Chicago | 2,080,433 | * | | 1,196,679 | 1,006,125 | | | 108.0 | | | | | |
| 31 Jan. '59 | 29.0 | | | | 73.0 | | | | Cincinnati, Peru and Chicago | | * | | | | | | 29.0 | | | | | |
| 31 Jan. '58 | 72.4 | | | | 19 | 21 | 278 | | Evansville and Crawfordsville | 2,233,413 | * | 2,750 | 986,061 | 1,219,100 | 51,772 | 2,283,748 | 109.0 | | 249,867 | 119,432 | 6 | 58 |
| 31 Dec. '58 | 80.8 | 20.2 | | | 23 | 19 | 513 | | Indiana Central | 1,666,280 | 244,081 | 25,641 | 611,050 | 1,166,000 | 47,850 | 2,111,059 | 109.0 | | 368,189 | 132,094 | 6 | |
| 31 Mar. '60 | 84.0 | | | | | | | | Indianapolis and Cincinnati | 2,497,952 | 540,043 | 25,689 | 1,689,900 | 3,622,284 | 140,689 | 3,458,108 | 110.0 | | 448,555 | 230,834 | 9 | 42 |
| 31 Aug. '57 | 78.0 | | | | | | | | Ind., Pittsburg and Cleveland | 1,902,693 | * | 10,000 | 835,971 | 1,025,700 | 48,673 | 2,272,357 | 84.0 | | 236,397 | 80,109 | | |
| 30 Nov. '58 | 64.0 | | | | | | | | Jeffersonville | 1,539,576 | * | | 1,014,252 | 681,000 | 99,400 | | 108.0 | | 222,737 | 74,328 | | |
| 30 Nov. '58 | 64.0 | | | | | | | | Lafayette and Indianapolis | 1,850,000 | * | | 1,000,000 | 600,000 | | 2,000,000 | 64.0 | | | | | |
| 30 Nov. '58 | 86.0 | 49.0 | | | | | | | Madison and Indianapolis | 2,984,516 | * | | 1,647,700 | 1,336,816 | | | 135.0 | | 208,114 | 82,632 | | |
| 30 Nov. '58 | 28.0 | | | | | | | | Louisv., N. Albany & Chicago | 6,000,000 | * | | 2,800,000 | 3,000,000 | 2,000,000 | 6,000,000 | 288.0 | | 645,827 | | | |

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | |
|----------------|------------|---------------------------|----------------------|--------------------------------|------------|------------|-----------------------------------|-------------|-----------------------------|----------------------|----------------------------|------------------------|---------------------------|----------------|--|-----------|--------------|-----------|------------|------------------|--|--|
| | Main Line. | Lateral and Branch Lines. | 2d Track and Siding. | Road in progress or projected. | Cars. | | | | Railroad and Appurtenances. | Property and Assets. | | | Liabilities. | | | | Gross. | Net. | Dividends. | Price of shares. | | |
| | | | | | Engines. | Passenger. | Freight, etc. | | | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Balance Total, incl. all other assets and liabilities. | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| M. | M. | M. | M. | No. | No. | No. | | \$. | \$. | \$. | \$. | \$. | \$. | \$. | \$. | \$. | \$. | P. c. | P. c. | | | |
| MAINE. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 32.0 | | | 6.0 | | 25 | Androscoggin | 645,271 | | | 145,787 | 511,500 | | | 32.0 | 22,001 | 30,957 | 17,263 | | | | |
| 31 May, '59 | 55.0 | | | | 9 | 10 | Androscoggin and Kennebec | 2,210,947 | | 27,925 | 457,900 | 1,748,457 | 101,209 | 2,307,566 | 137.0 | 73,186 | 281,929 | 89,766 | | | | |
| 30 Jun. '59 | 149.0 | | 25.0 | | 41 | 17 | Atlantic and St. Lawrence | 6,066,375 | 857,566 | | 2,494,900 | 3,472,000 | 9,572 | 5,976,472 | 149.0 | 429,791 | 545,741 | 150,220 | 6 | | | |
| 31 Dec. '58 | 12.5 | | | | 4 | 2 | Bangor, Oldtown and Milford | 175,232 | | | 135,000 | | | 175,516 | 12.5 | 25,437 | 33,059 | 16,530 | | | | |
| 31 Dec. '58 | 63.0 | 9.0 | | | 12 | 11 | Kennebec and Portland | 2,571,264 | | | 1,107,525 | 1,763,738 | | | 72.5 | 160,240 | 145,074 | 70,746 | | | | |
| 31 Dec. '58 | | | | 23.0 | | | Penobscot | 508,413 | | | 180,000 | 143,678 | | | | | | | | | | |
| 31 May, '59 | 54.7 | | | | 4 | 10 | Penobscot and Kennebec | 1,611,413 | 104,019 | 78,014 | 555,228 | 1,206,800 | 128,576 | 1,890,604 | 54.7 | oper. by | An. & K. | 67,324 | | | | |
| 31 May, '59 | 51.3 | | | | 11 | 13 | Portland, Saco and Portsmouth | 1,494,792 | | 5,208 | 1,500,000 | | | 1,500,000 | 51.3 | 141,664 | 208,299 | 104,029 | 6 | | | |
| 31 May, '59 | 37.0 | | | | | | Somerset and Kennebec | 783,763 | | | 169,200 | 556,000 | | | 37.0 | | 55,403 | 28,404 | | | | |
| 31 May, '59 | 18.5 | | | 33.5 | | | York and Cumberland | 1,090,000 | | | 370,000 | 450,000 | 270,000 | 1,090,000 | 18.5 | | | | | | | |
| MARYLAND. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '59 | 279.6 | 7.2 | | | 235 | 124 | Baltimore and Ohio | 21,225,164 | 3,576,251 | 3,066,740 | 10,111,800 | 13,881,833 | 292,426 | 30,278,377 | 286.8 | 3,648,814 | 3,618,618 | 1,933,621 | 84 | | | |
| 30 Sep. '59 | 30.0 | | | | 7 | 33 | Washington Branch | 1,650,000 | | | 1,650,000 | | | 1,824,806 | 39.0 | 187,427 | 219,249 | 268,540 | 100 | | | |
| 31 Dec. '58 | 138.0 | 4.0 | | | 42 | 38 | Northern Central | 6,845,457 | 733,934 | 220,966 | 2,260,000 | 5,395,800 | 655,507 | 6,081,557 | 154.5 | 806,482 | 810,604 | 364,049 | 22 | | | |
| MASSACHUSETTS. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '59 | 21.2 | | 2.0 | | 6 | 4 | Berkshire | 509,560 | 100,000 | | 600,000 | | | 601,360 | ope | rat. by | Housat. | 42,000 | 7 | | | |
| 30 Nov. '59 | 26.8 | 1.8 | 43.6 | | 21 | 26 | Boston and Lowell | 2,245,247 | 183,245 | | 1,830,000 | | | 2,671,887 | 28.6 | 352,512 | 531,477 | 208,798 | 8 | | | |
| 30 Nov. '59 | 74.3 | 8.8 | 51.3 | | 30 | 43 | Boston and Maine | 3,846,683 | 37,057 | 105,937 | 4,076,974 | | 44,000 | 5,365 | 5,423,400 | 53.1 | 640,372 | 820,119 | 394,476 | 101 | | |
| 30 Nov. '59 | 47.0 | 7.0 | 22.3 | | 22 | 27 | Boston and Providence | 2,952,600 | 207,400 | 70,000 | 3,160,000 | 174,220 | | 3,063,138 | 54.0 | 316,522 | 654,673 | 337,648 | 7 | | | |
| 30 Nov. '59 | 44.6 | 24.0 | 59.2 | | 30 | 56 | Boston and Worcester | 4,291,164 | 437,416 | 100,000 | 4,500,000 | 500,000 | 29,595 | 5,751,512 | 87.2 | 511,046 | 1,067,071 | 311,525 | 7 | | | |
| 30 Nov. '59 | 46.1 | 1.1 | 2.7 | | 7 | 10 | Cape Cod Branch | 907,761 | 123,864 | | 681,690 | 190,000 | 39,499 | 1,092,268 | 47.2 | 79,456 | 118,726 | 49,374 | 6 | | | |
| 30 Nov. '59 | 50.0 | 2.4 | 8.9 | | 12 | 13 | Connecticut River | 1,614,385 | 187,558 | | 1,591,100 | 252,500 | | 1,928,284 | 75.4 | 177,164 | 271,592 | 138,225 | 4 | | | |
| 30 Nov. '59 | 44.1 | 30.5 | 24.4 | | 55 | 46 | Eastern | 4,134,575 | 456,424 | 250,000 | 2,853,400 | 2,030,500 | 60,510 | 4,944,409 | 120.7 | 426,161 | 698,409 | 325,805 | 8 | | | |
| 30 Nov. '59 | 19.9 | 1.3 | 3.6 | | | | Essex | 742,502 | 4,416 | | 299,107 | 280,261 | 197,428 | 776,796 | ope | rat. by | Eastern | 11,693 | 67 | | | |
| 30 Nov. '59 | 50.9 | 16.8 | 70.9 | | 29 | 28 | Fitchburg | 3,190,351 | 350,149 | | 3,540,000 | | | 3,869,729 | 67.7 | 341,803 | 659,485 | 267,450 | 6 | | | |
| 30 Nov. '59 | 14.0 | 2.4 | | | 3 | 3 | Fitchburg and Worcester | 293,658 | 40,226 | | 214,296 | 62,900 | 300 | 333,884 | 26.4 | 37,245 | 48,768 | 12,706 | 6 | | | |
| 30 Nov. '59 | 24.9 | | 2.0 | | | | Hampshire and Hampden | 577,582 | | | 298,951 | 303,014 | 57,065 | 653,000 | ope | rat. by | H. & N. h. | 28,791 | 98 | | | |
| 30 Nov. '59 | 12.4 | | 2.3 | | 2 | 3 | Lowell and Lawrence | 332,883 | 30,275 | | 200,000 | 100,000 | | 363,158 | ope | rat. by | B. and L. l. | 12,550 | 6 | | | |
| 30 Nov. '59 | 14.6 | 17.1 | | | 12 | 12 | Nashua and Lowell | 558,920 | 95,683 | | 600,000 | | | 698,563 | 30.0 | 158,374 | 229,205 | 68,510 | 8 | | | |
| 30 Nov. '59 | 20.2 | 1.6 | 1.0 | | 7 | 16 | New Bedford and Taunton | 494,843 | 52,644 | | 600,000 | | 19,800 | 564,707 | 21.3 | 55,881 | 143,261 | 25,264 | 6 | | | |
| 30 Nov. '59 | 26.9 | | 2.3 | | 5 | 9 | Newburyport | 585,272 | 63,696 | | 220,240 | 221,600 | 211,693 | 653,533 | 36.0 | 75,866 | 51,338 | 14,087 | 6 | | | |
| 30 Nov. '59 | 8.6 | | | 23.4 | | | N. York and Boston Air Line | 673,302 | | | 223,176 | 675,000 | 2,553 | 901,029 | 8.4 | 20,888 | 22,531 | | 107 | | | |
| 30 Nov. '59 | 79.5 | 7.8 | 25.6 | | 27 | 46 | Old Colony and Fall River | 3,028,445 | 334,503 | | 3,015,100 | 134,500 | 60,900 | 3,930,269 | 87.3 | 410,591 | 646,755 | 306,413 | 6 | | | |
| 30 Nov. '59 | 18.6 | | 0.7 | | 1 | 2 | Pittsfield and North Adams | 432,430 | 11,247 | | 450,000 | | | 450,000 | 18.6 | 32,480 | 48,356 | 27,000 | 6 | | | |
| 30 Nov. '59 | 43.4 | 1.0 | 14.9 | | 12 | 14 | Providence and Worcester | 1,506,977 | 254,566 | | 1,510,200 | 300,000 | | 1,510,200 | 44.4 | 216,327 | 341,836 | 136,386 | 6 | | | |
| 30 Nov. '59 | 16.9 | | 1.7 | | 3 | 3 | Salem and Lowell | 369,987 | 82,543 | | 243,305 | 226,900 | 316 | 470,521 | ope | rat. by | B. and L. l. | 17,500 | 113 | | | |
| 30 Nov. '59 | 11.5 | | 0.4 | | 2 | 7 | South Shore | 402,167 | 39,426 | | 259,685 | 153,290 | 2,821 | 513,112 | 11.5 | 26,026 | 68,784 | 15,463 | 97 | | | |
| 30 Nov. '59 | 21.9 | | 1.0 | | | | Stockbridge and Pittsfield | 448,700 | | | 448,700 | | | 451,000 | ope | rat. by | Housat. | 31,490 | 7 | | | |
| 30 Nov. '59 | 11.1 | 0.6 | 1.3 | | 7 | 18 | Taunton Branch | | | | | 219,000 | | 614,060 | ope | rat. by | T. and B. | 5,333 | | | | |
| 30 Nov. '59 | 6.1 | | | 36.5 | | | Troy and Greenfield | 478,048 | | | 385,206 | | 9,854 | 614,060 | ope | rat. by | T. and B. | 5,333 | | | | |
| 30 Nov. '59 | 69.0 | 8.0 | 5.5 | | 11 | 8 | Vermont and Massachusetts | 3,390,622 | 207,342 | | 2,314,225 | 1,003,880 | | 3,516,865 | 77.0 | 107,478 | 246,798 | 106,317 | 18 | | | |
| 30 Nov. '59 | 156.1 | 17.3 | 106.8 | | 72 | 47 | Western (incl. Alb. & W. S. etc.) | 9,934,566 | 1,095,713 | | 5,150,000 | 6,125,520 | 208,726 | 13,457,921 | 192.0 | 1,020,054 | 1,767,068 | 830,148 | 8 | | | |
| 30 Nov. '59 | 45.7 | | 9.3 | | 10 | 8 | Worcester and Nashua | 1,187,935 | 140,962 | | 1,141,000 | 194,500 | 862 | 1,403,409 | 45.7 | 179,490 | 216,444 | 94,244 | 4 | | | |
| MICHIGAN. | | | | | | | | | | | | | | | | | | | | | | |
| 1 Jan. '59 | 17.3 | | | 2.7 | 2 | 1 | Bay de Noquet and Marquette | | | | | | | | | | | | | | | |
| 30 Sep. '59 | 57.0 | | | | | | Chic. Detroit & Can. G. T. June | built and | equipp | ed by G. | R. Tr. k R. | R. Co. of | Canada | | | | | | | | | |
| 1 Jan. '59 | 188.0 | | | | | | Detroit and Milwaukee | 8,270,623 | 647,596 | | 2,329,155 | 4,707,500 | | 9,008,369 | 188.0 | | 365,038 | 144,270 | | | | |
| | | | | 183.0 | | | Flint and Pere Marquette | | | | | | | | | | | | | | | |
| | | | | | | | Grand Rapids and Indiana | | | | | | | | | | | | | | | |
| 31 May, '59 | 284.0 | | | | 98 | 123 | Michigan Central | 12,847,238 | * | | 1,149,069 | 6,057,840 | 8,284,063 | 119,089 | 14,548,411 | 329.0 | | 2,417,915 | 886,697 | 71 | | |
| 1 Mar. '59 | 246.0 | 203.0 | | | 91 | 135 | Mich. S. th'n & N. th'n Indiana | 14,517,892 | 1,607,906 | 1,312,534 | 8,975,400 | 9,243,000 | 816,460 | 19,595,407 | 539.0 | | 2,019,425 | 777,273 | 21 | | | |
| | | | | 89.8 | | | Port Huron and Milwaukee | | | | | | | | | | | | | | | |
| MINNESOTA. | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 620.0 | | | Minnesota and Pacific | | | | | 600,000 | | | | | | | | | | |
| | | | | 175.0 | | | Southern Minnesota | | | | | 575,000 | | | | | | | | | | |
| | | | | 112.5 | | | Minneapolis and Cedar Rapids | | | | | 600,000 | 191,130 | | | | | | | | | |
| | | | | 200.0 | | | Minnesota Transit | | | | | 500,000 | | | | | | | | | | |
| | | | | 60.0 | | | Root River Valley | | | | | 500,000 | | | | | | | | | | |
| MISSISSIPPI. | | | | | | | | | | | | | | | | | | | | | | |
| 1 May, '59 | 146.5 | | | 41.7 | 11 | 6 | Mississippi Central | 1,295,964 | * | | 1,641,947 | 1,346,363 | 383,129 | 3,717,469 | 146.5 | | 239,585 | 117,371 | | | | |
| 1 Oct. '59 | 71.4 | | | 27.8 | 7 | 4 | Mississippi and Tennessee | 3,354,894 | 159,018 | | 798,285 | 456,949 | 275,060 | 1,974,444 | 59.7 | | 176,462 | 116,433 | | | | |
| 31 Dec. '58 | 83.2 | | | 60.4 | | | Southern Mississippi | 2,750,000 | * | | 1,000,000 | 1,400,000 | | | 83.2 | | 250,047 | 121,659 | | | | |
| MISSOURI. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '58 | 12.0 | | | 65.8 | 1 | | Cairo and Fulton | 281,645 | 9,200 | | 50,493 | 327,000 | 50,892 | 128,386 | 12.0 | | | | | | | |
| 30 Aug. '59 | 206.8 | | | | | | Hannibal and St. Joseph | 101,147,007 | 814,301 | | 1,770,612 | 8,768,000 | | 10,961,308 | 206.8 | 14 mo's. | 497,269 | 235,321 | | | | |
| 31 Oct. '58 | 168.8 | | | 68.0 | | | North Missouri | 5,396,527 | 235,994 | | 2,620,000 | 3,250,000 | 48,006 | 6,018,106 | 168.0 | | 256,159 | | | | | |
| | | | | | | | Platte County | | | | | | | | | | | | | | | |
| 3 Feb. '59 | 163.0 | 19.0 | | 119.0 | 26 | 26 | Pacific | 8,621,659 | 614,782 | | 3,330,657 | 8,203,000 | 754,837 | 12,288,494 | 182.0 | | 676,310 | 301,503 | | | | |
| 31 Oct. '58 | 19.0 | | | 264.0 | | | South-Western Branch | 1,226,010 | | | 66,974 | 1,400,000 | | | | | | | | | | |
| 31 Oct. '58 | 86.5 | | | | | | St. Louis and Iron Mountain | 4,916,189 | 283,869 | | 1,909,300 | 3,276,000 | 171,103 | 5,446,403 | 86.5 | | 152,371 | | | | | |
| NEW HAMPSHIRE. | | | | | | | | | | | | | | | | | | | | | | |
| 1 Mar. '59 | 23.1 | | 3.2 | | 14 | 10 | Ashuelot | 506,000 | | | 246,018 | 150,000 | 109,982 | 506,000 | ope | rat. by | n. River | 30,000 | | | | |
| 30 Nov. '59 | 93.5 | | 5.6 | | 13 | 11 | Boston, Concord and Montreal | 2,580,134 | 283,450 | 8,219 | 1,800,000 | 1,050,000 | 165,883 | 3,015,880 | 93.5 | 353,000 | 227,720 | 86,338 | | | | |
| 30 Nov. '58 | 53.6 | | 8.2 | | 18 | 11 | Cheshire | 2,758,565 | 322,266 | | 2,085,925 | 784,900 | 121,500 | 3,082,757 | 53.6 | 248,469 | 297,332 | 108,517 | | | | |
| 30 Nov. '58 | 28.5 | | 3.7 | 8.5 | 5 | 7 | Cocheco | 769,433 | 81,025 | | 399,140 | 421,120 | 46,399 | 866,650 | 28.5 | 32,618 | 44,709 | 17,063 | | | | |
| 31 Mar. '59 | 34.5 | | 44.0 | | 21 | 22 | Concord | 1,500,000 | * | | 1,500,000 | | | 1,564,506 | 61.3 | 334,532 | 459,650 | 128,366 | 8 | | | |
| 30 Sep. '59 | 46.8 | | | | | | Concord and Portsmouth | 250,000 | | | 250,000 | | | 250,000 | ope | rat. by | Concord. | 15,000 | | | | |
| 31 Mar. '59 | 14.6 | | | | | | Contoocook River | 200,000 | | | 200, | | | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | |
|-----------------|------------|---------------------------|--------------------------|--------------------------------|------------|------------|---------------|-------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|------------|--|--|---|-----------|---------|------------|------------------|--|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidelings. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | Liabilities. | | | | Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. | | Dividends. | Price of shares. | |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling-Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Gross. | | | | Net. | | | | |
| | M. | M. | M. | M. | No. | No. | No. | | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | M. | \$ | \$ | P. c. | P. c. | |
| NEW YORK. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '59 | | | | 140.0 | | | | Albany and Susquehanna | 406,952 | | | 404,950 | | 31,135 | 436,085 | | | | | | | | |
| 30 Sep. '58 | 32.9 | | 3.3 | | 5 | 12 | 53 | Albany and Vermont | 1,557,502 | 136,038 | | 439,005 | 1,575,099 | 50,000 | 2,392,984 | 32.9 | 93,894 | 84,119 | 11,215 | | | | |
| 30 Sep. '57 | 38.3 | | 34.0 | | | | | Albany and West Stockbridge | 2,392,984 | * | | 1,000,000 | 1,932,984 | | 2,392,984 | 37.5 | 36,838 | 62,941 | 32,952 | 6 | 100 | | |
| 30 Sep. '56 | 34.9 | 2.6 | 73.6 | 4 | 6 | 39 | | Black River and Utica | 1,156,148 | 81,405 | | 804,648 | 700,000 | 8,158 | 1,512,806 | 14.8 | 20,647 | 26,588 | 13,429 | 5 | | | |
| 30 Sep. '55 | 14.8 | | 1.6 | | | | | Blossburg and Corning | 496,661 | | | 250,000 | | | | | | | | | | | |
| 30 Sep. '54 | 142.0 | | 13.6 | 18.5 | 28 | 32 | 386 | Buffalo, New York and Erie | 3,150,762 | * | 164,200 | 680,000 | 2,592,221 | 252,142 | 4,206,709 | 235.0 | 487,589 | 641,249 | 172,321 | | | | |
| 30 Sep. '53 | 68.3 | | 18.0 | | | | | Buffalo and State Line | 2,467,258 | 312,736 | 449,000 | 1,934,850 | 1,049,000 | 161,263 | 3,145,213 | 87.8 | 370,488 | 548,327 | 419,378 | 10 | 120 | | |
| 30 Sep. '52 | 24.6 | | 38.1 | | | | | Cayuga and Susquehanna | 1,057,629 | 37,971 | | 687,000 | 411,000 | | 1,098,000 | 34.6 | 61,435 | 69,265 | 10,598 | 44 | | | |
| 30 Sep. '51 | 17.4 | | 2.1 | | | | | Chemung | 400,000 | * | | 380,000 | 70,000 | | 450,000 | ope. r. by N. Y. & E. | | | | | | | |
| 30 Sep. '50 | 46.8 | | 2.9 | | 10 | 8 | 83 | Elmira, Jefferson & Canand. | 500,000 | * | | 500,000 | | | 500,000 | ope. r. by Re. | | | | | | | |
| 30 Sep. '49 | | | | 63.2 | | | | Erie and New York City | 287,357 | * | | 352,741 | 14,000 | 28,716 | 395,457 | | | | | | | | |
| 30 Sep. '48 | | | | 15.0 | | | | Genesee Valley | 329,225 | * | | 75,689 | 165,000 | 62,500 | 329,225 | ope. r. b. B. N. Y. & E. | | | | | | | |
| 30 Sep. '47 | 17.3 | | 0.5 | | 4 | 3 | 50 | Hudson and Boston (West'n) | 148,000 | 27,000 | | 175,000 | | | | 17.3 | 57,065 | 63,808 | 11,999 | 6 | | | |
| 30 Sep. '46 | 144.0 | | 106.5 | | 52 | 107 | 542 | Hudson River | 10,205,906 | 1,182,372 | | 3,758,466 | 8,842,000 | 414,644 | 150.0 | 700,224 | 1,842,636 | 770,096 | | 571 | | | |
| 30 Sep. '45 | | | | 73.8 | | | | L. Ontario, Auburn & N. York | 74,203 | | | 75,771 | | | | | | | | | | | |
| 30 Sep. '44 | | | | 182.0 | | | | L. Ontario and Hudson River | 3,497,538 | 178,320 | | 2,715,186 | 870,000 | 115,856 | | | | | | | | | |
| 30 Sep. '43 | 84.0 | 2.5 | 10.1 | 8.5 | 18 | 37 | 129 | Long Island | 2,211,659 | 354,611 | 1,000 | 1,852,715 | 636,997 | 17,539 | 2,587,270 | 101.5 | 248,123 | 334,195 | 147,084 | 124 | | | |
| 30 Sep. '42 | 297.8 | 258.1 | 313.8 | | 211 | 237 | 1,711 | New York Central | 25,164,200 | 5,257,077 | 588,980 | 24,000,000 | 14,333,771 | | 40,366,005 | 655.9 | 3,945,128 | 6,200,848 | 2,701,419 | 7 | 84 | | |
| 30 Sep. '41 | 446.0 | 19.0 | 282.5 | | 219 | 194 | 2,763 | New York and Erie | 31,148,015 | 4,172,192 | 1,311,385 | 11,000,000 | 25,326,505 | 2,074,795 | 38,401,300 | 495.0 | 3,019,000 | 4,282,149 | 1,404,837 | 284 | | | |
| 30 Sep. '40 | 130.8 | 2.1 | 30.9 | | 33 | 93 | 576 | New York and Harlem | 7,303,339 | 634,777 | | 6,717,100 | 5,151,287 | 147,640 | 152.9 | 621,747 | 875,833 | 358,792 | | 17 | | | |
| 30 Sep. '39 | 118.0 | 3.8 | 17.7 | | 28 | 8 | 417 | Northern (Ogdensburg) | 4,097,208 | 702,079 | | 3,077,900 | 1,500,000 | | 4,799,287 | 121.8 | 347,800 | 109,152 | 60,829 | 8 | | | |
| 30 Sep. '38 | 35.9 | | 2.2 | | 7 | 6 | 44 | Oswego and Syracuse | 675,215 | 100,462 | | 396,340 | 213,500 | 10,875 | 35.9 | 69,759 | 100,047 | 47,571 | | | | | |
| 30 Sep. '37 | 75.4 | | 2.0 | | 6 | 4 | 33 | Pottdam and Watertown | 1,627,072 | 67,884 | | 665,419 | 911,000 | 192,748 | 1,769,167 | 75.4 | 107,046 | 100,047 | 47,571 | | | | |
| 30 Sep. '36 | 25.2 | | 2.1 | | 6 | 13 | 70 | Rensselaer and Saratoga | 743,968 | 157,057 | | 610,000 | 140,000 | | 901,025 | 46.2 | 61,900 | 235,902 | 108,769 | 6 | | | |
| 30 Sep. '35 | 18.4 | | 1.0 | 32.6 | | | | Rochester and Genesee Valley | 652,151 | 1,776 | | 557,560 | 150,000 | 23,496 | 731,056 | 18.4 | 135,000 | 44,220 | 24,661 | 2 | | | |
| 30 Sep. '34 | 21.0 | | 1.6 | | 2 | 3 | 32 | Sackett Harbor and Ellisburg | 371,556 | 17,714 | | 167,485 | 278,400 | 56,810 | 18.0 | 17,620 | 12,025 | | | | | | |
| 30 Sep. '33 | 40.9 | 6.6 | 3.9 | | 9 | 12 | 84 | Saratoga and Schenectady | 480,684 | | | 300,000 | 85,000 | | 385,000 | ope. r. by Ken. | | | | | | | |
| 30 Sep. '32 | | | | 13.2 | | | | Saratoga and Whitehall | 820,518 | 74,904 | | 500,000 | 395,000 | | 895,000 | 54.5 | 107,506 | 154,099 | 7,493 | | | | |
| 30 Sep. '31 | 11.0 | | | | | | | Staten Island | 114,015 | * | | 50,603 | 41,200 | 22,686 | 114,489 | | | | | | | | |
| 30 Sep. '30 | 81.3 | | 7.1 | | 13 | 12 | 117 | Brooklyn and Jamaica | 369,856 | | | 284,850 | 85,000 | | | ope. r. by Lo. | | | | | | | |
| 30 Sep. '29 | 81.3 | | 7.1 | | 13 | 12 | 117 | Syracuse and Binghamton | 2,851,292 | * | | 1,200,130 | 1,643,126 | 146,079 | 2,989,335 | 81.3 | 176,273 | 190,402 | 112,155 | | | | |
| 30 Sep. '28 | 27.2 | | 3.2 | 7.7 | 10 | 6 | 76 | Troy and Boston | 1,366,826 | 143,687 | | 604,911 | 806,500 | 247,676 | 1,659,087 | 51.0 | 194,921 | 218,089 | 103,010 | | | | |
| 30 Sep. '27 | 6.0 | | 0.1 | | | | | Troy and Greenbush | 294,731 | | | 275,000 | | | 294,731 | ope. r. by Hud. | | | | | | | |
| 30 Sep. '26 | 2.1 | | 2.1 | | | | | Troy Union | 732,114 | | | 30,000 | 680,000 | | 732,114 | ope. r. by Hud. | | | | | | | |
| 30 Sep. '25 | 96.8 | | 11.0 | | 7 | 11 | 288 | Watertown and Rome | 1,839,787 | 319,715 | | 1,498,500 | 685,000 | 65,683 | 2,249,183 | 96.8 | 219,280 | 362,994 | 154,752 | 3 | | | |
| NORTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | | |
| -- -- '58 | 95.2 | 2.0 | | | | | | Atlantic and North Carolina | 1,850,000 | * | | 1,600,000 | 400,000 | | | 95.2 | | | | | | | |
| -- -- '57 | 223.0 | | | | | | | North Carolina | 4,235,000 | * | | 4,000,000 | | | | 223.0 | | | | | | | |
| -- -- '56 | 97.0 | | | | | | | Raleigh and Gaston | 1,240,241 | | | 973,300 | 126,200 | | | 97.0 | | | | | | | |
| 30 Sep. '55 | 161.0 | | 17.1 | | 22 | 20 | 144 | Wilmington and Manchester | 2,556,238 | * | 201,500 | 1,127,511 | 1,000,000 | 111,886 | 2,892,969 | 171.0 | | 206,917 | 108,541 | | | | |
| 30 Sep. '54 | 161.9 | | | | 24 | 32 | 144 | Wilmington and Weldon | 2,869,223 | * | 107,000 | 1,340,213 | 791,055 | 102,391 | 3,114,954 | 171.0 | 323,069 | 477,554 | 235,201 | 8 | | | |
| 15 Mar. '53 | | | | 43.0 | | | | Western North Carolina | 190,793 | * | 4,700 | 290,212 | | 70,860 | 364,072 | | | | | | | | |
| OHIO. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 118.2 | | | | 17 | 12 | 208 | Atlantic and Great Western | 613,231 | | | 866,939 | | 77,294 | | | | | | | | | |
| 1 Aug. '57 | 137.0 | | | | 41 | 39 | 608 | Bellefontaine and Indiana | 3,088,213 | * | 10,000 | 1,859,813 | 1,267,078 | 64,251 | 3,655,955 | 118.2 | | 286,368 | 81,508 | | | | |
| 31 Mar. '56 | 60.3 | | | | 22 | 28 | 432 | Central Ohio | 5,579,508 | 922,670 | 106,133 | 1,628,356 | 3,673,000 | 1,136,458 | 6,810,432 | 141.0 | | 597,633 | 71,356 | | | | |
| 30 Sep. '55 | 37.0 | | | | | | | Cinc., Hamilton and Dayton | 2,648,266 | 504,892 | 26,500 | 2,155,800 | 1,411,000 | 32,618 | 3,650,710 | 60.3 | | 489,437 | 249,666 | 7 | 72 | | |
| 1 May, '54 | 131.8 | | | 62.1 | | | | Cinc. and Indianapolis June | | | | | | | | 37.0 | | | | | | | |
| 31 Dec. '53 | 135.4 | 5.8 | | | 31 | 16 | 332 | Cinc., Wilmington and Zanesv. | | | | | | | | 131.8 | 304,168 | 190,745 | 19,180 | | | | |
| 31 Dec. '52 | 67.0 | | | | 42 | 31 | 439 | Cleveland, Columbus and Cinc. | 4,087,571 | 684,955 | 67,422 | 4,746,100 | 38,000 | 8,242 | 5,343,275 | 141.2 | | 1,113,639 | 575,159 | 7 | 92 | | |
| 31 Dec. '51 | 95.4 | | | | 18.0 | 10 | 6 | 205 | Cleveland and Mahoning | 1,920,953 | | | 580,000 | 1,202,300 | 161,200 | 1,943,500 | 67.0 | 183,973 | 285,140 | 182,282 | | | |
| 30 Nov. '50 | 101.0 | 1.2 | 37.9 | | 31 | 39 | 453 | Clev., Painesville & Ashabula | 3,431,732 | 555,343 | 541,503 | 3,000,000 | 1,667,000 | 35,500 | 4,812,201 | 90.6 | 402,935 | 1,111,353 | 646,057 | 15 | 115 | | |
| 30 Apr. '49 | 95.2 | 102.5 | | | 42 | | | Cleveland and Pittsburg | 9,320,288 | * | | 3,942,368 | 4,918,325 | 653,821 | 9,061,102 | 203.5 | 646,413 | 772,093 | 332,903 | 4 | 104 | | |
| 30 Apr. '48 | 109.2 | 79.4 | | | 32 | 52 | 430 | Cleveland and Toledo | 6,729,056 | 458,194 | 258,424 | 3,343,812 | 3,842,720 | 358,605 | 7,558,918 | 109.2 | 798,156 | 414,456 | 6 | 45 | | | |
| 31 Dec. '47 | 61.4 | | | 53.0 | 5 | 6 | 99 | Clev., Zanesville and Cincin. | 1,574,693 | | | 369,673 | 575,250 | 632,486 | | 61.5 | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | Price of shares. |
|------------------------------|------------|---------------------------|-------------------------|--------------------------------|------------|------------|---------------|--------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|------------|--|--|---|-----------|---------|------------|--|------------------|
| | Main Line. | Lateral and Branch Lines. | 2d Track and Sidelings. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | Liabilities. | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. | | Dividends. | | |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Gross. | | | | Net. | | | | |
| M. | M. | M. | M. | No. | No. | No. | No. | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | M. | \$ | \$ | p. c. | p. c. | | | |
| PENNSYLVANIA, (Continued.) | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '59 | 48.0 | | 3.1 | 99.5 | 4 | 4 | 43 | Pittsburg and Connellsville | 1,501,414 | 79,396 | | 1,753,864 | 1,500,000 | 177,920 | 3,444,154 | 60.0 | | 60,438 | | | | | |
| 30 Nov. '59 | 467.5 | | 56.3 | | 96 | 80 | 1,059 | Pittsb'g, Ft. Wayne & Chicago | 15,557,779 | 1,785,182 | 91,100 | 6,266,278 | 8,895,457 | 1,883,847 | 17,269,419 | 467.5 | 1,859,031 | 1,965,988 | 674,655 | 39 | | | |
| 30 Sep. '59 | 31.0 | | | 11.0 | | 7 | 26 | Pittsburg and Steubenville | 1,947,462 | | | 1,221,277 | 280,000 | | | | | | | | | | |
| 30 Sep. '59 | 54.0 | | 3.0 | | | 7 | 20 | Schuylkill and Susquehanna | 1,258,700 | | | 1,258,700 | 97,000 | | | | 1,355,700 | 54.0 | | | | | |
| 30 Sep. '59 | 9.2 | 15.3 | 14.9 | | | | | Schuylkill Valley | 573,616 | | | 588,150 | | | | | 573,616 | 24.5 | 34,501 | 29,604 | | | |
| 30 Nov. '59 | 28.0 | 5.0 | 3.3 | | | 4 | 1 | Shamokin Valley & Pottsville | 1,321,847 | | | 500,000 | 821,447 | | | | 1,321,847 | 33.0 | 96,227 | 54,582 | | | |
| 31 Dec. '59 | 148.0 | | 20.0 | 140.0 | | | | Sunbury and Erie | 6,393,712 | 107,252 | | 4,506,920 | 4,369,070 | 861,271 | 10,169,869 | 148.0 | | | | | | | |
| 30 Nov. '59 | 29.6 | 6.5 | 31.9 | | | 8 | 3 | Tioga | 703,349 | 85,932 | | 97,550 | 396,000 | | | | | 83,072 | 47,007 | 6 | | | |
| 30 Sep. '59 | 26.4 | | 2.1 | | | 4 | 11 | Westchester and Philadelphia | 1,410,638 | 74,677 | | 682,170 | 944,169 | 52,434 | 1,679,301 | 26.4 | | 125,597 | 4,502 | | | | |
| 31 Mar. '59 | 78.0 | | | | | | | Williamsport and Elmira | 3,650,682 | 380,847 | | 1,500,000 | 2,361,973 | 161,272 | 4,148,920 | | | 191,970 | 96,308 | 1 | | | |
| RHODE ISLAND. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '58 | 50.0 | | 2.0 | | 9 | 13 | 84 | N. Y., Providence and Boston | 2,158,000 | * | | 1,508,000 | 306,500 | | | | 2,158,000 | 50.0 | 147,231 | 208,439 | | | |
| 30 Nov. '58 | 13.6 | | 0.5 | | | 3 | 5 | Providence, Warren & Bristol | 434,698 | 1,588 | | 287,917 | 109,937 | 36,139 | | | 13.6 | 23,514 | 23,005 | 1,278 | | | |
| SOUTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 13.2 | 1.5 | | 182.4 | 2 | | 26 | Blue Ridge | 2,126,539 | | | 1,916,515 | 217,577 | | | | 2,134,092 | 13.2 | | | | | |
| 31 Dec. '58 | 54.9 | | | 47.4 | 4 | 3 | 21 | Charleston and Savannah | 801,615 | 34,372 | 250,000 | 706,365 | 195,266 | 197,905 | 1,099,536 | 61.9 | | | | | | | |
| 31 Dec. '58 | 109.6 | | | | 13 | 9 | 176 | Charlotte and South Carolina | 1,719,045 | * | | 1,201,000 | 384,000 | | | | 109.6 | | 283,263 | 151,536 | | | |
| | 40.3 | | | | | | | Cheraw and Darlington | 600,000 | * | | 400,000 | 200,000 | | | | 40.3 | | | | | | |
| 1 Jan. '59 | 143.2 | 21.3 | | | | | | Greenville and Columbia | 2,439,769 | 324,161 | | 1,429,000 | 1,145,000 | 345,546 | 2,919,554 | 143.2 | | | 341,190 | 125,871 | | | |
| 31 Aug. '58 | 22.5 | | | | | | | Kings Mountain | 196,230 | * | | 200,000 | | | | | 22.5 | | | | | | |
| 31 July '58 | 32.0 | | | | | | | Laurens | 543,403 | * | | 400,000 | | | | | 32.0 | | 27,568 | 8,527 | | | |
| 28 Feb. '59 | 102.0 | | | | | | | North-Eastern | 2,011,652 | * | | 985,743 | 960,410 | 108,172 | 2,057,325 | 102.0 | | | 220,014 | 96,145 | | | |
| 31 Dec. '58 | 136.0 | 106.0 | | | 62 | 59 | 790 | South Carolina | 5,517,384 | 1,103,130 | 374,060 | 4,179,475 | 2,770,463 | 193,086 | 7,701,337 | 242.0 | | | 1,501,008 | 820,511 | | | |
| 31 July '58 | 25.1 | | | 41.9 | | | | Spartanburg and Union | | | | | | | | | 25.1 | | | | | | |
| TENNESSEE. | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 17.0 | 2 | | 14 | Edgefield and Kentucky | 857,947 | * | | 333,204 | 612,000 | 60,900 | | | 30.0 | 29,845 | 9,359 | 7,486 | | | |
| | 30.0 | | | | 12 | 10 | 171 | East Tennessee and Georgia | 3,637,367 | * | | 1,289,673 | 2,020,000 | 200,000 | | | 140.0 | | 318,718 | 187,466 | | | |
| | 140.0 | | | | | | 128 | East Tennessee and Virginia | 2,310,033 | 156,264 | | 536,654 | 1,902,000 | 390,407 | | | 130.3 | 150,142 | 297,806 | 149,167 | | | |
| | 130.3 | | | | 36 | 38 | 576 | Memphis and Charleston | 5,444,304 | 743,729 | 109,066 | 2,237,665 | 2,700,000 | 443,616 | | | 287.6 | 562,041 | 1,330,812 | 778,036 | | | |
| | 271.6 | 16.0 | 20.0 | 3.9 | 9 | 6 | 242 | Memphis and Ohio | 2,259,267 | 141,144 | | 570,000 | 1,361,000 | 145,000 | | | | | | | | | |
| | 100.0 | | 30.6 | 55.8 | | | | Memphis, Clarksv. & Louisv. | 2,000,000 | 100,500 | | 298,721 | 740,000 | | | | | | | | | | |
| | 59.0 | | | | 40.1 | 7 | 5 | Mississippi and Tennessee | 1,137,400 | * | | 798,285 | 554,949 | 319,518 | | | 59.4 | 69,870 | 177,256 | 60,029 | | | |
| | 47.4 | | 2.3 | | 4 | 5 | 46 | Mississippi Central and Tenn. | 892,710 | 82,905 | | 317,447 | 632,500 | 22,369 | | | 47.4 | 54,175 | 83,129 | 44,666 | | | |
| | 34.2 | | 7.0 | | 12 | 2 | 81 | McMinville and Manchester | 533,507 | 56,816 | | 144,894 | 406,000 | 5,000 | | | 34.2 | 30,065 | 23,808 | 13,892 | | | |
| | 149.7 | 44.0 | 7.9 | | 39 | 17 | 319 | Nashville and Chattanooga | 3,632,882 | * | | 2,256,479 | 1,524,000 | 21,709 | | | 159.0 | 117,895 | 675,832 | 310,199 | | | |
| | | | | | | | | Nashville and Northwestern | | | | | | | | | | | | | | | |
| | 45.8 | | 4.2 | 11.7 | 5 | 5 | 32 | Tennessee and Alabama | 76,016 | 76,016 | | 595,922 | 860,000 | 204,544 | | | 45.8 | 57,950 | 75,120 | 47,570 | | | |
| | 30.0 | | 0.6 | 8.0 | | | | Winchester and Alabama | | | | 216,962 | 413,000 | 408,477 | | | 30.0 | | 1,248 | | | | |
| TEXAS, (all aided by State.) | | | | | | | | | | | | | | | | | | | | | | | |
| | 32.0 | | | | | | | Buffalo Bayou, Braz. & Col'do | | | | | | | | | 32.0 | | | | | | |
| | 56.0 | | | | | | | Galveston, Houston & Henderson | | | | | | | | | 56.0 | | | | | | |
| | 43.0 | | | | | | | Houston and Brazoria | | | | | | | | | 43.0 | | | | | | |
| 1 May '58 | 75.0 | | | | 2 | 3 | 67 | Houston and Texas Central | 1,132,747 | * | | 1,270,123 | 335,000 | 128,205 | 1,691,443 | 35.0 | | | 76,958 | | | | |
| | 25.0 | | | | | | | San Antonio & Mexican Gulf | | | | | | | | | 25.0 | | | | | | |
| | 28.0 | | | | | | | Southern Pacific | | | | | | | | | 28.0 | | | | | | |
| VERMONT. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 May '59 | 90.7 | | 8.6 | 19.6 | 7 | 8 | 181 | Connect. & Passumpsic Rivers | 2,345,724 | 185,421 | | 1,200,000 | 800,000 | | | | 90.7 | 98,856 | 192,122 | 82,001 | | | |
| 31 Aug. '59 | 119.6 | | 13.0 | | 26 | 18 | 555 | Rutland and Burlington | 3,989,708 | 601,509 | 92,859 | 2,233,376 | 3,145,001 | 1,013,764 | 6,392,141 | 119.6 | | 395,762 | 354,288 | 81,561 | | | |
| 31 Aug. '59 | 62.0 | | 3.4 | | 10 | 5 | 201 | Rutland and Washington | 1,771,683 | * | | 950,000 | | | | | 62.0 | 175,830 | 172,826 | 37,124 | | | |
| 30 Jun. '59 | 119.0 | | 20.0 | | 42 | 28 | 885 | Vermont Central | 8,402,055 | * | | 5,000,000 | 3,853,000 | 1,423,299 | 10,276,299 | 166.0 | | 617,262 | 702,271 | 115,678 | | | |
| 30 Jun. '59 | 47.0 | | 2.8 | | | | | Vermont and Canada | 1,350,695 | * | | 1,350,000 | | | | | | | | | | | |
| 31 Aug. '59 | 23.7 | | 0.7 | | 4 | 4 | 54 | Vermont Valley | 1,212,274 | 89,612 | | 516,164 | 793,200 | | | | 23.7 | 1,308,864 | 43,998 | 10,493 | | | |
| 31 Aug. '59 | 54.0 | 10.5 | | | | | | Western Vermont | 1,983,500 | * | | 332,000 | 700,000 | | | | | | | | | | |
| VIRGINIA. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '59 | 41.3 | | | 122.1 | | | | Alex., Loudoun & Hampshire | 1,492,194 | 42,000 | | 1,403,018 | 36,188 | 88,131 | 1,534,194 | | | | | | | | |
| 30 Sep. '58 | 75.8 | | | 63.5 | 9 | 8 | 216 | Manassas Gap | 3,262,990 | 209,901 | | 3,038,500 | 418,000 | 292,956 | 3,939,729 | 75.8 | | | 125,599 | 65,554 | | | |
| 31 Mar. '59 | 79.2 | | | | | | | Norfolk and Petersburg | 2,106,066 | * | 10,500 | 1,511,000 | 489,110 | 209,923 | 2,222,168 | 79.2 | | | | | | | |
| 30 Sep. '59 | 103.5 | | | | | | | Northwestern Virginia | 5,322,150 | * | | 468,605 | 5,719,229 | | | | 103.5 | 345,427 | 248,004 | loss | | | |
| 30 Sep. '59 | 148.7 | 9.1 | 4.5 | | 12 | 10 | 101 | Orange and Alexandria | 6,060,824 | * | | 1,981,167 | 2,316,879 | 285,532 | 6,225,015 | 97.6 | | | 288,297 | 157,571 | | | |
| 30 Sep. '59 | 123.3 | 10.1 | | | 19 | 13 | 279 | Petersburg and Lynchburg | 3,040,636 | 374,996 | | 1,365,300 | 1,851,500 | 292,842 | 4,745,256 | 133.4 | | | 410,166 | 201,344 | | | |
| 31 Dec. '58 | 59.2 | 21.3 | | | 14 | 17 | 131 | Petersburg and Roanoke | 988,791 | 192,940 | | 883,200 | 127,427 | 34,344 | 1,313,057 | 80.5 | | | 310,988 | 186,085 | | | |
| 30 Sep. '58 | 140.5 | 1.8 | | | 23 | 18 | 370 | Richmond and Danville | 3,588,653 | * | | 1,981,017 | 1,126,407 | 25,153 | 4,424,671 | 142.3 | | 263,893 | 491,674 | 267,192 | | | |
| 31 Mar. '58 | 75.1 | | | | | | | Richm., Frederick & Potomac | 1,985,579 | * | 52,800 | 1,033,600 | 680,115 | 116,550 | 2,183,232 | 75.1 | | | 209,120 | 145,656 | | | |
| 30 Apr. '59 | 22.2 | 2.7 | | | 10 | 16 | 192 | Richmond and Petersburg | 1,087,949 | * | | 836,100 | 201,408 | 34,681 | 1,250,186 | 24.9 | | 79,921 | 157,542 | 82,485 | | | |
| 30 Sep. '59 | 38.3 | | | 14.3 | 2 | 1 | 13 | Richmond and York River | 688,190 | 22,510 | | 657,812 | 85,000 | | | | | | | | | | |
| 31 Aug. '58 | 80.0 | | </ | | | | | | | | | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. | Description. | Amount. | Interest. | Due. | Price. |
|-----------------------------------|-----------|-----------|---------|--------|-------------------------------------|-----------|-----------|------|--------|-------------------------------------|-----------|-----------|---------|--------|
| La Crosse and Milwaukee: | | | | | Montgomery and West Point: | | | | | Orange and Alexandria: | | | | |
| 1st Mortgage (Eastern Div.) | \$903,000 | † | | | Alabama State Loan | \$122,622 | | | | State Loan | \$400,000 | | | |
| 2d Mortgage (Eastern Div.) | 1,000,000 | † | | | Mortgage (due 1860, '63 and '65) | 350,000 | 6 | var. | | 1st Mortgage | 1,055,500 | 6 | | 81 |
| 1st Land Grant (Western Div.) | 4,000,000 | † | 23 | | Mortgage | 450,000 | 8 | 1866 | | 2d Mortgage | 461,378 | 8 | | 92 |
| 2d Land Grant (Western Div.) | 353,600 | † | 23 | | Muscougee: | | | | | Pacific (Mo.): | | | | |
| 3d Mortgage (whole road) | 1,700,000 | † | | | 1st Mortgage | 249,000 | 7 | | | State (Mo.) Loan | 7,000,000 | 6 | | |
| Farm Mortgage | 1,087,700 | † | | | Nashville and Chattanooga: | | | | | State Loan (S. W. Branch) | 2,800,000 | 6 | | |
| Unsecured Bonds | 1,785,000 | † | | | Mortgage (State endorsed) | 1,500,000 | | | | Construction | 4,500,000 | 6 | | |
| Lexington and Frankfort: | | | | | Chat. and Cleve. Subse. (endors.) | 150,000 | | | | Panama: | | | | |
| Mortgage, due 1864, '69 and '74 | 130,000 | 6 | | | Not endorsed | 24,000 | | | | 1st Mortgage Sterling | 1,250,000 | 7 | 1865 | 100 |
| Little Miami: | | | | | *New Albany and Salem: | | | | | 2d Mortgage Sterling | 1,150,000 | 7 | 1872 | |
| Cincinnati Loan | 100,000 | | | | Crawfordsville | 175,000 | 7 | | | Convertible | 27,000 | 7 | | |
| 1st Mortgage | 135,000 | 6 | 1883 | 85 | 1st Mortgage | 500,000 | 10 | | | Pennsylvania: | | | | |
| 2d Mortgage | 7,000 | 6 | | | 1st Mortgage | 2,235,000 | 6 | | | 1st Mortgage (convertible) | 4,905,000 | 6 | 1888 | 100 |
| 3d Mortgage | 981,000 | 6 | | | New Haven and Hartford: | | | | | 2d Mortgage | 1,928,000 | 6 | 1875 | |
| Long Island: | | | | | | | | | | 2d Mortgage Sterling | 1,539,840 | 6 | 1875 | |
| State Loan (S. F.) | 100,000 | 5 | 1876 | | | | | | | State Works Bonds | 7,400,000 | 5 | | |
| 1st Mortgage | 500,000 | 6 | 1870 | 80 | | | | | | Pennsylvania Coal Company: | | | | |
| Louisville and Frankfort: | | | | | N. Hav., N. Lond. and Ston'ton: | | | | | 1st Mortgage | 600,000 | 7 | | |
| Louisville Loan | 174,000 | | | | Mortgage | 450,000 | 7 | | | Penobscot and Kennebec: | | | | |
| 1st Mortgage | 248,000 | | | | Mortgage | 200,000 | 6 | | | Bangor City 1st Mortg. (Coupon) | 800,000 | 6 | 1874 | |
| Louisville and Nashville: | | | | | Extension | 100,000 | 10 | | | 2d Mortgage (Coupon) | 250,200 | 6 | 1870 | |
| State (Tenn.), 1st Lien | 300,000 | 6 | | | New Haven and Northampton: | | | | | 3d Mortgage (Coupon) | 156,600 | 6 | 1871 | |
| 1st Mortgage | 2,000,000 | | | | 1st Mortgage | 500,000 | | 1869 | | Pensacola and Georgia: | | | | |
| McMinnville and Manchester: | | | | | New Jersey: | | | | | State Internal Improvement | | 7 | 35 y's | |
| State (Tenn.) | 372,000 | 6 | | | Company's (various) | 711,000 | | var. | 103 | Free Land | | | | |
| Mortgage | 24,000 | 7 | | | New London, William and Palmer: | | | | | Peoria and Quawaka: | | | | |
| Mortgage | 10,000 | 6 | | | 1st Mortgage | 300,000 | 61 | | | Pern and Indianapolis: | | | | |
| Madison and Indianapolis: | | | | | Income (convertible) | 152,000 | 61 | | | | | | | |
| State (Ind.) Loan | | | | | New London City | 100,000 | 61 | | | | | | | |
| Mortgage | | | | | N. Or'l's, Jackson and Gt. North: | | | | | Petersburg: | | | | |
| *Marietta and Cincinnati: | | | | | State (Miss.) Loan | 155,000 | | | | Mortgage (due 1863 to 1872) | 103,000 | 7 | var. | |
| 1st Mortgage (convertible) | 2,500,000 | 71 | 1868 | | 1st Mortgage | 3,000,000 | 8 | 1886 | | Petersburg and Lynchburg (S. Side): | | | | |
| 2d Mortgage | 2,000,000 | 71 | | | N. Or'l's, Opelousa and Gt. West: | | | | | State (Va.) Loan (S. F.) | 800,000 | 7 | | |
| 3d Mortgage | 1,500,000 | 71 | | | Louisiana State Loan | 621,000 | | | | 1st Mortgage (1859-70-75) | 365,000 | 6 | var. | |
| Sterling Income | 333,000 | 4 | | | New Orleans City Loan | 1,500,000 | | | | 3d Mortgage (1862-70-72) | 378,000 | 6 | var. | |
| Domestic | 928,617 | | '69-'62 | | 1st Mortgage (S. F.) | 2,000,000 | 8 | 1889 | | Special Mortgage (1865-'68) | 175,000 | 6 | var. | |
| Memphis and Charleston: | | | | | New York Central: | | | | | Last Mortgage (1861 to 1869) | 133,500 | 8 | var. | |
| State (Tenn.) Loan | 1,100,000 | 6 | | | Albany Loan—Alb. and Sch'dy. | 127,000 | 5 | 1864 | 1014 | Phila., Gorman's and Norris'n: | | | | |
| 1st Mortgage | 1,600,000 | 7 | 1880 | | State Loan—Sch'dy and Troy | 100,000 | 6 | 1867 | | Consolidated Loan | 274,500 | | | |
| Memphis, Clarksv. and Louisv.: | | | | | State Loan—Rochester and Syr. | 77,382 | 54 | 1861 | | Loan of 1842 | 100,000 | | | |
| State (Tenn.) Loan | 910,000 | 6 | | | State Loan—Buffalo and Roch. | 55,300 | 54 | 1865 | | Philadelphia and Reading: | | | | |
| Memphis and Ohio: | | | | | State Loan—Roch., L. and N. F. | 298,000 | 7 | 1861 | | Mortgage | 705,000 | 5 | 1860 | 100 |
| State (Tenn.) Loan | 1,340,000 | 6 | | | Stock Subscription | 785,000 | 6 | 1883 | 96 | Mortgage | 1,572,500 | 6 | 1860 | 100 |
| Michigan Central: | | | | | Premium Consolidated Stock | 8,000,000 | 6 | 1883 | 96 | Mortgage (convertible) | 856,000 | 6 | 1860 | 100 |
| 1st Mortgage Sterling | 467,489 | 6 | | 85 | Real Estate | 221,000 | 6 | 1883 | 96 | Mortgage (convertible) | 134,000 | 6 | 1860 | 100 |
| 1st Mortgage (convertible) | 500,000 | 8 | | 99 | New Convertible | 3,000,000 | 7 | 1864 | 1034 | Mortgage | 3,209,600 | 6 | 1870 | 86 |
| Unconvertible | 258,000 | 8 | | 99 | *New York and Erie: | | | | | Mortgage (convertible) | 3,586,500 | 6 | 1886 | 754 |
| 1st Mortgage (convert.) Dollar | 3,831,000 | 8 | | 100 | 1st Mortgage | 3,000,000 | 7 | 1867 | 103 | Lebanon Valley R. R. (convert.) | 1,500,000 | 7 | 1886 | 754 |
| 1st Mortgage (S. F.), convertible | 3,087,000 | 8 | | | 2d Mortgage | 4,000,000 | 7 | 1859 | 984 | Real Estate Mortgage | 516,450 | | var. | |
| Mch. Southern and N'n Indiana: | | | | | 3d Mortgage (convertible) | 6,000,000 | 7 | 1871 | 98 | Phila., Wilmington and Baltimore: | | | | |
| Michigan Southern | 993,000 | 17 | 1857 | | 4th Mortgage (convertible) | 3,729,000 | 7 | 1880 | 80 | Mortgage Loan | 688,929 | 6 | 1860 | |
| Northern Indiana | 985,000 | 17 | 1861 | 85 | 5th Mortgage | 1,277,000 | 7 | 1883 | 96 | Mortgage Loan | 1,696,500 | 6 | 1884 | |
| Erie and Kalamazoo | 300,000 | † | 1862 | | Unsecured (convertible) | 2,618,000 | 7 | 1871 | 54 | Improvement | 119,000 | 6 | 1863 | |
| Michigan Southern | 259,000 | † | 1863 | | Unsecured (convertible) | 2,443,000 | 7 | 1862 | 54 | Pittsburg and Connellville: | | | | |
| Northern Indiana | 299,000 | † | 1863 | | Sinking Fund | 2,193,000 | 7 | 1875 | 54 | Pittsburg Loan | 500,000 | | | |
| Jackson Branch | 203,000 | † | 1865 | 81 | New York and Harlem: | | | | | Alleghany Co. Loan | 750,000 | | | |
| Goshen Air Line | 1,335,000 | † | 1868 | 78 | 1st Mortgage | 3,000,000 | 7 | 1873 | 100 | Connellsville Loan | 100,000 | | | |
| Detroit and Toledo | 336,000 | † | 1876 | | 2d Mortgage | 1,000,000 | 7 | 1864 | 96 | McKeesport Loan | 100,000 | | | |
| General Mortgage (S. F.) | 2,458,000 | † | 1885 | 804 | 3d Mortgage | 1,000,000 | 7 | 1867 | 85 | Baltimore Loan | 1,000,000 | | | |
| 2d Mortgage | 2,175,000 | † | 1877 | 49 | New York and New Haven: | | | | | Cumberland Loan | 200,000 | | | |
| *Milwaukee and Beloit: | | | | | 1st Mortgage | 311,000 | 7 | 1860 | | *Pittsburg, Ft. Wayne and Chicago: | | | | |
| 1st Mortgage | 630,000 | 8 | | | 1st Mortgage | 964,000 | 6 | 1866 | 96 | 1st Mortgage (O. and P.) | 1,000,000 | | 1865 | |
| Milwaukee and Chicago: | | | | | 1st Mortgage | 930,000 | 6 | 1875 | | 2d Mortgage (O. and P.) | 750,000 | | 1866 | |
| 1st Mortgage | 400,000 | 8 | | | N. York, Providence and Boston: | | | | | Income (O. and P.) | 1,991,000 | | 1873 | 45 |
| 2d Mortgage | 200,000 | 7 | | | 1st Mortgage | 331,000 | 6 | | | Bridge (O. and P.) | 199,500 | | | |
| *Milwaukee and Horicon: | | | | | North Carolina: | | | | | 1st Mortgage (O. and L.) | 1,000,000 | | 1872 | |
| 1st Mortgage | 420,000 | 8 | | | State Loan | 2,000,000 | 6 | | | 2d Mortgage (O. and L.) | 380,000 | | 1873 | |
| 2d Mortgage | 600,000 | 8 | | | State Loan | 1,000,000 | 6 | | | 1st Mortgage (F. W. and Chic.) | 1,250,000 | | 1873 | |
| Farm Mortgage | 150,000 | 10 | | | North-Eastern (S. C.): | | | | | Real Estate (F. W. and Chic.) | 498,000 | | 1874 | |
| Milwaukee and Mississippi: | | | | | 1st Mortgage | 700,000 | | | | Mortgage, Consolidated Comp'y | 1,229,000 | | 1887 | |
| 1st Mortgage (convertible) | 74,000 | 104 | 1861 | | 2d Mortgage | 224,500 | | | | Pittsburg and Steubenville: | | | | |
| 1st Mortgage (convertible) | 526,000 | 84 | 1862 | 65 | Real Estate | 35,910 | | | | Mortgage | 800,000 | † | 1865 | |
| 1st Mortgage (convertible) | 650,000 | 84 | 1863 | 65 | Northern Central: | | | | | Platte County: | | | | |
| 1st Mortgage (convertible) | 1,250,000 | 84 | 1877 | 524 | Balt. and Susq. R. R. (Coupons) | 150,000 | 6 | 1866 | | State (Mo.) Loan | 300,000 | 6 | 1879 | |
| South-West Branch | 350,000 | 84 | 1866 | 60 | Md. State Loan (B. and Susq.) | 150,000 | 6 | | | Potsdam and Watertown: | | | | |
| 2d Mortgage | 600,000 | 104 | 1862 | 38 | York and Cumberland 1st Mort. | 175,000 | 6 | 1870 | | 1st Mortgage | 800,000 | 71 | '64-'74 | |
| Construction | 500,000 | 71 | 1859 | | York and Cumberland 2d Mort. | 25,000 | 6 | 1871 | | Quincy and Chicago: | | | | |
| 3d Mortgage | 500,000 | 84 | 1862 | | York and C. guar. by Baltimore | 500,000 | 6 | 1877 | | 1st Mortgage | 1,200,000 | | 1873 | |
| Mississippi Central: | | | | | N. C. Contract | 292,300 | 6 | 1875 | | Racine and Mississippi: | | | | |
| 1st Mortgage | 1,007,363 | 7 | | | Construction | 1,903,500 | 6 | 1885 | | 1st Mortgage (Eastern Division) | 680,000 | † | | |
| Income | 91,200 | 10 | | | Northern (Ogdensburg): | | | | | 1st Mortgage (West'n Division) | 757,000 | † | | |
| Tennessee State | 45,000 | 6 | | | 1st Mortgage | 1,500,000 | 71 | 1859 | | Raleigh and Gaston: | | | | |
| Mississippi Central and Tenn.: | | | | | 2d Mortgage | 3,077,000 | 71 | 1861 | | Coupon | 100,000 | | 1862 | |
| State (Tenn.) Loan | 529,000 | 6 | | | North Missouri: | | | | | Rensselaer and Saratoga: | | | | |
| Income | 95,500 | | | | State Loan | 2,000,000 | 6 | | | 1st Mortgage | | 7 | 1863 | |
| Mississippi and Missouri: | | | | | State Loan | 2,000,000 | 6 | | | Richmond and Danville: | | | | |
| 1st Mortgage (convertible) | 1,000,000 | 7 | | | State Loan | 350,000 | 6 | | | State (Va.) Loan | 600,000 | | | |
| 2d Mortgage (S. F.) | 400,000 | 8 | | | North Pennsylvania: | | | | | Guaranteed by State | 200,000 | | 1875 | 91 |
| Oskaloosa Division | 1,425,000 | 7 | | | Mortgage | 2,500,000 | | | 68 | Mortgage (Coupon) | 250,000 | | 1869 | |
| Land Grant | 7,000,000 | 7 | | | Chattel Mortgage | 214,500 | 10 | | | Registered | 150,000 | | 1860 | |
| Mississippi and Tennessee: | | | | | Northern (N. H.): | | | | | Richmond, Fred. and Potomac: | | | | |
| Tennessee State Loan | 98,000 | 6 | 1885 | | Mortgage (due 1860, '64 and '74) | 219,500 | | var. | | Sterling (£87,000) | 324,000 | | 1860 | |
| Mississippi State Loan | 202,799 | 6 | | | Norwich and Worcester: | | | | | Convertible | 54,500 | | 1875 | |
| 1st Mortgage | 171,000 | 7 | 1876 | | Mass. State Loan | 400,000 | 6 | 1877 | | Dividend Certificates | 35,800 | | 1867 | |
| Mobile and Ohio: | | | | | Mortgage | 205,800 | 6 | 1860 | | Dividend Certificates | 265,809 | | 1860 | |
| City (Mobile) Tax Loan | 400,000 | 6 | | | Mortgage | 16,000 | 7 | 1860 | | Richmond and Petersburg: | | | | |
| Tennessee State Loan | 674,860 | 6 | | | Dividend Scrip and Bonds | 102,330 | 6 | var. | | Coupon | 159,000 | | 1875 | |
| Alabama State Loan | 389,410 | 6 | | | Ohio and Mississippi (O. and Ind.): | | | | | *Rutland and Burlington: | | | | |
| Income | 759,415 | 8 | 1861 | | 1st Mortgage | 2,193,500 | † | 1858 | | 1st Mortgage | 1,800,000 | | | |
| Income | 354,723 | 8 | 1862 | | 2d Mortgage | 316,995 | † | | | 2d Mortgage | 913,500 | | | |
| Income | 375,132 | 8 | 1865 | | Construction | 4,637,920 | † | 1863 | 17 | 3d Mortgage | 426,400 | | | |
| Income | 18,700 | 8 | 1867 | | Income | 3,591,185 | † | 1863 | | Sacramento Valley: | | | | |
| Sterling | 878,085 | 6 | 1883 | | Ohio and Mississippi (Ill.): | | | | | 1st Mortgage | 400,000 | | | |
| Mississippi State Loan | 200,970 | 6 | | | | | | | | 2d Mortgage | 386,000 | | | |

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

| Description. | Amount. | Interest. | Due. | Price. |
|---|-----------|-----------|---------|--------|
| Sandusky, Dayton and Cincinnati: | | | | |
| Mortgage | 182,000 | 10 | 1866 | --- |
| Mortgage | 997,000 | 7 | 1866 | --- |
| Mortgage | 1,000,000 | 7 | 1875 | --- |
| Dividend | 224,000 | 6 | '60-'62 | --- |
| Sandusky, Mansfield and Newark: | | | | |
| 1st Mortgage | 1,290,000 | 1 | --- | --- |
| Saratoga and Whitehall: | | | | |
| 1st Mortgage | 250,000 | 7 | 1858 | --- |
| 1st Mortgage (R. and W. Br.) | 100,000 | 7 | 1856 | --- |
| Unsecured | 45,000 | 7 | 1858 | --- |
| Seaboard and Roanoke: | | | | |
| 1st Mortgage | 300,000 | --- | 1860 | --- |
| 3d Mortgage | 75,000 | --- | 1870 | --- |
| 4th Mortgage | 60,000 | --- | 1856 | --- |
| South Carolina: | | | | |
| State Loan | 200,000 | 5 | 1868 | --- |
| Sterling | 183,333 | 6 | 1863 | --- |
| Sterling | 2,000,000 | 5 | 1866 | --- |
| Auditor's | 246,500 | 7 | --- | --- |
| Southern Mississippi: | | | | |
| 1st Mortgage | 500,000 | --- | --- | --- |
| South-Western (Ga.): | | | | |
| 1st Mortgage | 631,000 | --- | 1875 | --- |
| *Springfield, Mt. Vern. and Pittsb.: | | | | |
| 1st Mortgage | 500,000 | --- | --- | --- |
| 2d Mortgage | 450,000 | --- | --- | --- |
| *Steubenv. and Ind. (P. C. and C.): | | | | |
| 1st Mortgage | 1,500,000 | --- | --- | --- |
| 2d Mortgage | 900,000 | --- | --- | --- |
| *St. Louis, Alton and Chicago: | | | | |
| 1st Mortgage | 2,000,000 | 7 | --- | --- |
| 2d Mortgage | 1,535,000 | 7 | --- | --- |
| 3d Mortgage (Income) | 1,000,000 | 10 | --- | --- |
| St. Louis and Iron Mountain: | | | | |
| State (Mo.) Aid | 2,501,000 | --- | --- | --- |
| St. Louis City Subscription | 500,000 | --- | --- | --- |
| St. Louis County Subscription | 1,000,000 | --- | --- | --- |
| Carondelet Subscription | 50,000 | --- | --- | --- |
| Sunbury and Erie | | | | |
| Mortgage | 1,000,000 | 7 | --- | --- |
| Mortgage | 7,000,000 | 5 | --- | --- |
| Syracuse, Binghamton and N. Y.: | | | | |
| Terre Haute, Alton and St. Louis: | | | | |
| 1st Mortgage (convertible) | 1,000,000 | 7 | '62-'72 | 81 |
| 2d Mortgage (convertible) | 2,000,000 | 7 | '68-'70 | 58 |
| 1st Mortgage (Bel. and Ill.) | 517,000 | 7 | 1873 | --- |
| 2d Mortgage (Bel. and Ill.) | 494,000 | 7 | 1869 | --- |
| 3d Mortgage (Bel. and Ill.) | 503,000 | 10 | 1874 | --- |
| Tennessee and Alabama: | | | | |
| State (Tenn.) Loan | 814,000 | --- | --- | --- |
| Mortgage | 46,000 | --- | --- | --- |
| Terre Haute and Richmond: | | | | |
| 1st Mortgage (convertible) | 230,000 | 7 | 1866 | --- |
| Toledo, Wabash and Western: | | | | |
| 1st M. (L. Er. Wab. and St. Louis) | 2,500,000 | 7 | 1865 | --- |
| 2d M. (L. Er. Wab. and St. Louis) | 1,000,000 | 7 | 1869 | --- |
| 3d M. (L. Er. Wab. and St. Louis) | 1,200,000 | 7 | 1891 | --- |
| Real Estate (L. Er. W. and St. L.) | 300,000 | 7 | 1861 | --- |
| 1st Mortgage (Toledo and Ill.) | 900,000 | 7 | 1865 | --- |
| 2d Mortgage (Toledo and Ill.) | 800,000 | 7 | 1865 | --- |
| 3d Mortgage (Toledo and Ill.) | 600,000 | 7 | 1865 | --- |
| *Vermont Central: | | | | |
| 1st Mortgage | --- | --- | --- | 16 1/2 |
| 2d Mortgage | --- | --- | --- | 1 1/2 |
| Virginia Central: | | | | |
| Mort. guaranteed by State of Va. | 100,000 | 6 | 1880 | 85 |
| Mortgage | 206,000 | 6 | 1872 | 82 1/2 |
| Mortgage (coupons) | 941,000 | 6 | 1884 | --- |
| Dividend, due 1865, '66 and '75 | 238,346 | 6 | var. | --- |
| Income (1859 to 1865) | 168,382 | 7 | var. | --- |
| Virginia and Tennessee: | | | | |
| State (Va.) Loan | 1,000,000 | 6 | 1887 | --- |
| 1st Mortgage | 500,000 | 6 | 1872 | 85 |
| Fractional Mortgage | 23,500 | 6 | 1868 | 82 1/2 |
| 2d or Enlarged | 1,000,000 | 6 | 1884 | 81 |
| Salt Works Br. Mort. due '58-'61 | 203,000 | 6 | var. | --- |
| 3d Mortgage (Income) | 431,000 | 6 | 1865 | 85 |
| Warren (N. J.): | | | | |
| 1st Mortgage | 568,500 | --- | 1875 | --- |
| Watertown and Rome: | | | | |
| Mortgage (new bonds) | 800,000 | 7 | 1880 | --- |
| Western (Mass.): | | | | |
| Sterling (£899,000) | 4,319,520 | 5 | '68-'71 | --- |
| Albany City (Alb'y and W. S.) | 1,000,000 | 6 | '66-'76 | --- |
| *Western Vermont: | | | | |
| 1st Mortgage | 700,000 | --- | 1861 | --- |
| Williamsport and Elmira | | | | |
| 1st Mortgage | 1,000,000 | 7 | 1890 | 68 |
| Wilmington and Manchester: | | | | |
| 1st Mortgage | 596,000 | --- | 1866 | 70 |
| 2d Mortgage | 1,000,000 | --- | --- | --- |
| Income | 177,000 | --- | --- | --- |
| Wilmington and Weldon: | | | | |
| Mortgage, payable in England | 443,555 | --- | --- | --- |
| Sterling, issued in 1858 | 144,500 | --- | --- | --- |
| Company's, endorsed by State | 203,500 | --- | --- | --- |
| Winchester and Potomac: | | | | |
| Mortgage | 120,000 | 6 | 1867 | --- |
| York and Cumberland: | | | | |
| 1st Mortgage | 308,000 | 1 | --- | --- |

New York Stock Exchange.

Sale Prices for the week ending Sept. 5, 1860.

| | Th.30. | F.31. | Sat.1. | M.3. | Tu.4. | W.5. |
|-----------------------------------|---------|---------|---------|---------|---------|--------|
| FEDERAL STOCKS:— | | | | | | |
| U. S. 5s, 1874 | 102 1/2 | 103 | 102 1/2 | 102 1/2 | 103 | 103 |
| U. S. 5s, 1865 | --- | --- | --- | 102 | 102 | --- |
| STATE STOCKS:— | | | | | | |
| California 7s | 93 | 93 | --- | 93 | 93 | 93 |
| Georgia 6s | --- | --- | --- | --- | --- | --- |
| Illinois 5s | --- | --- | --- | --- | --- | --- |
| Indiana 5s | --- | --- | --- | --- | --- | --- |
| " 2 1/2s | --- | --- | --- | --- | --- | --- |
| Kentucky 6s | --- | --- | --- | --- | --- | --- |
| Louisiana 6s | 98 | 98 | 98 | --- | 98 | --- |
| Maryland 6s | --- | --- | --- | --- | --- | --- |
| Michigan 6s | --- | --- | --- | --- | --- | --- |
| Minnesota 8s | --- | --- | --- | --- | --- | --- |
| Missouri 6s | 81 1/2 | 81 1/2 | 81 1/2 | 81 1/2 | 81 1/2 | 81 1/2 |
| New York 5s, 1874 | --- | --- | --- | --- | --- | --- |
| " 6s, 1865 | --- | --- | --- | --- | --- | --- |
| North Carolina 6s | 99 | --- | 100 | --- | 99 | 99 |
| Ohio 6s, 1860 | 113 1/2 | --- | --- | --- | --- | --- |
| Tennessee 6s, 1890 | 90 1/2 | 90 1/2 | 90 1/2 | 90 1/2 | 90 1/2 | 90 1/2 |
| Virginia 6s | 90 1/2 | 90 1/2 | 90 1/2 | 91 | 91 | 91 1/2 |
| RAILROAD SHARES:— | | | | | | |
| Chicago, Burl. and Q. | 87 1/2 | 88 | 87 1/2 | 87 1/2 | 87 1/2 | 87 1/2 |
| Chicago and Rock Isl. | 80 | 79 | 79 | 78 1/2 | 78 1/2 | 78 1/2 |
| Chicago and N. West. | --- | --- | --- | --- | --- | --- |
| Clev., Painesv. & Asht. | --- | --- | --- | --- | --- | --- |
| Clev. and Pittsburg | 10 1/2 | --- | --- | --- | --- | 10 1/2 |
| Clev. and Toledo | 45 | 44 1/2 | 44 1/2 | 44 1/2 | 44 1/2 | 44 |
| Del., Lack. and West. | --- | --- | --- | --- | --- | --- |
| Galena and Chicago | 78 | 77 1/2 | 77 | 77 1/2 | 78 1/2 | 78 1/2 |
| Hudson River | 56 1/2 | 57 | 56 1/2 | 56 | 56 1/2 | 57 1/2 |
| Illinois Central (scrip) | 85 1/2 | 86 | 85 1/2 | 85 1/2 | 84 1/2 | 84 |
| Indianapolis and Cinc. | --- | --- | --- | --- | --- | --- |
| Michigan Central | 69 1/2 | 69 | 67 1/2 | 68 1/2 | 68 1/2 | 70 |
| M. S. and N. I. guar'd | 43 1/2 | 43 1/2 | 42 1/2 | 43 1/2 | 43 1/2 | 43 1/2 |
| M. S. and N. I. | 20 1/2 | 20 | 19 1/2 | 20 1/2 | 20 1/2 | 20 1/2 |
| Milwaukee and Mis. | 11 1/2 | 12 | 12 | --- | 13 1/2 | 13 1/2 |
| New Jersey Central | --- | --- | --- | --- | --- | --- |
| New York Central | 84 | 83 1/2 | 83 1/2 | 84 | 83 1/2 | 84 |
| New York and Erie | 27 1/2 | 27 1/2 | 27 1/2 | 27 1/2 | 27 1/2 | 27 |
| N. York and Harlem | 17 1/2 | 17 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 17 |
| N. Y. and H. "pref." | 45 1/2 | --- | --- | --- | --- | 43 1/2 |
| Panama | 125 | --- | 124 1/2 | 125 1/2 | 125 1/2 | 126 |
| Phila. and Reading | 45 | 45 | 45 1/2 | 46 | 45 1/2 | 46 1/2 |
| RAILROAD BONDS:— | | | | | | |
| Chic. and N. W. 1st M. | 60 1/2 | --- | --- | --- | --- | --- |
| " " 2d M. | --- | 35 | --- | --- | --- | 33 |
| " " S. F. | --- | --- | --- | 80 | --- | --- |
| Cl. & Tol. S. F. 7 p.c. '85 | --- | 79 | --- | 77 | 76 1/2 | --- |
| D. L. & W. 1M. S. p.c. '71-5 | --- | --- | --- | --- | --- | --- |
| " 2M. S. p.c. '81 | --- | --- | --- | --- | --- | --- |
| Gal. and Ch. 1M. S. p.c. '63 | --- | 95 | --- | --- | --- | --- |
| " 2M. S. p.c. '75 98 | --- | --- | --- | --- | 94 | --- |
| Hann. & St. J. 1 M. 8s. | --- | --- | 73 | --- | 73 | --- |
| Hudson R. 1M. T. p.c. '69 | --- | --- | --- | --- | --- | 101 |
| " 2M. T. p.c. '60 | 90 | --- | --- | --- | --- | --- |
| " 3M. T. p.c. '75 | 90 1/2 | 90 1/2 | 91 1/2 | 90 1/2 | 90 1/2 | 90 1/2 |
| Illinois Centr. T. p.c. '75 | 96 1/2 | 96 | 96 | 96 1/2 | 96 1/2 | --- |
| " 6 p.c. '75 | --- | --- | --- | --- | --- | --- |
| L. Erie & Wab. 1 M. | --- | 48 | 47 | --- | --- | --- |
| " 2 M. | 48 1/2 | --- | 101 | --- | 101 | 101 |
| Mich. Cen. S. F. 8 p.c. '82 | --- | --- | --- | --- | --- | --- |
| " conv. S. p.c. '69 | --- | --- | --- | --- | --- | --- |
| Mich. Southern 1st M. | 87 1/2 | --- | --- | 88 | --- | --- |
| " 2d M. | 64 1/2 | 59 1/2 | 59 | 60 1/2 | 61 | 63 1/2 |
| " S. F. 80 1/2 | --- | --- | --- | 80 | --- | --- |
| M. S. & N. I. 1 M. S. F. | --- | --- | --- | --- | --- | --- |
| " 2 M. S. p.c. '77 | --- | --- | --- | --- | --- | --- |
| Northern Ind. 1 M. | --- | --- | --- | --- | --- | --- |
| " 2 M. | --- | --- | --- | --- | --- | --- |
| N. J. Central 1st M. | --- | --- | --- | --- | --- | --- |
| N. Y. C. 6 p.c. certif. '83 | --- | 96 | --- | --- | --- | --- |
| " 1 M. T. p.c. '64 | --- | --- | --- | --- | --- | --- |
| N. Y. & E. 1 M. T. p.c. '67 | --- | --- | --- | --- | --- | --- |
| " 2 M. T. p.c. '59 | 102 1/2 | 102 1/2 | --- | --- | --- | --- |
| " 3 M. T. p.c. '71 | --- | --- | 98 | --- | --- | --- |
| " 4 M. T. p.c. '80 | --- | --- | --- | --- | --- | 80 |
| " 5 M. T. p.c. '83 | --- | --- | --- | --- | --- | --- |
| " conv. T. p.c. '62 | --- | --- | --- | --- | --- | --- |
| " T. p.c. '71 55 | --- | --- | --- | --- | --- | --- |
| " S. F. 75 | --- | --- | --- | --- | --- | --- |
| N. Y. & H. 1 M. T. p.c. '73 | --- | --- | --- | --- | 97 1/2 | --- |
| " 2 M. T. p.c. '64 | --- | --- | --- | --- | --- | --- |
| " 3 M. T. p.c. '87 | --- | --- | --- | --- | --- | --- |
| Penn. 1M. T. p.c. conv. '88 | --- | --- | --- | --- | --- | --- |
| " 2 M. 6 p.c. at g. '75 | --- | --- | --- | --- | --- | --- |
| Ph. and Read. 6 p.c. '60 | --- | --- | --- | --- | --- | --- |
| " 6 p.c. '70 | --- | --- | --- | --- | --- | --- |
| T. H. and A. 1 M. 8s '72 | --- | --- | 84 | --- | --- | --- |
| " 2 M. 8s '70 58 | --- | --- | --- | --- | --- | --- |
| BANK AND INSURANCE STOCK:— | | | | | | |
| Am. Exchange Bank 103 1/2 | --- | 103 1/2 | --- | 103 | --- | --- |
| America, Bank of | --- | --- | --- | --- | --- | --- |
| Commerce, Bank of | 101 | --- | --- | 101 | 101 | --- |
| Merchants' Exch. Bk. | --- | --- | --- | --- | --- | --- |
| Mercantile (Mar.) Ins. | --- | --- | --- | --- | --- | --- |
| Commonwealth Bank | --- | --- | --- | --- | --- | --- |
| Metropolitan Bank | 112 1/2 | --- | --- | 112 1/2 | 112 1/2 | --- |
| MINING STOCK:— | | | | | | |
| Pittsburg | --- | --- | --- | --- | --- | --- |
| Rockland | --- | --- | 25 1/2 | --- | --- | --- |
| Columbian | --- | --- | --- | --- | --- | --- |
| Minnesota | --- | --- | --- | --- | --- | 81 1/2 |
| Isle Royale | --- | --- | --- | --- | --- | --- |
| MISCELLANEOUS:— | | | | | | |
| Del. and Hud. C. Co. | 93 | --- | 90 1/2 | 91 1/2 | 91 1/2 | --- |
| Cumberland Coal Co. | --- | --- | --- | 13 1/2 | --- | --- |
| Penn'a Coal Co. | --- | --- | 82 | --- | --- | --- |
| Pacific Mail S. S. Co. | 78 | 78 1/2 | 77 1/2 | 78 | 80 1/2 | 82 |
| Canton | --- | --- | --- | 19 1/2 | 18 1/2 | --- |
| Brooklyn Water W'rs. | 103 | --- | 102 1/2 | --- | --- | --- |

The following are the closing prices in the London Market on the 21st August:

| | | | |
|---|--------|----|--------|
| United States 5 p. c. red. '74 | 92 1/2 | to | 93 1/2 |
| Illinois Central 6 p. c. red. 1875 | 87 | to | 89 |
| Do. 7 p. c. red. 1875 | 88 | to | 90 |
| Do. do. Fr. L'd red. '60 | 91 | to | 93 |
| Do. \$100 shares, all p'd. 77 | --- | to | 79 |
| Mich. Cen. 8 per cent. con. '60 | 91 | to | 94 |
| Do. do. 1869 | 85 | to | 87 |
| Do. do. 1st mortgage | --- | to | --- |
| (sinking fund), 1882 | 90 | to | 92 |
| Do. \$100 shares | 60 | to | 65 |
| Michigan S. & N. Indiana 7 per ct. | --- | to | --- |
| (sinking fund) 1885 | 71 | to | 73 |
| Do. \$100 shares | 15 | to | 18 |
| New York Central, 6 per cent. (sinking fund) 1883 | 86 | to | 88 |
| Do. 7 per cent. 1864 | 93 | to | 95 |
| Do. 7 per cent. (sinking f.) 1876 | 94 | to | 96 |
| Do. \$100 shares | 79 | to | 81 |
| New York and Erie 1st mortgage 7 per cent. 1867 | 92 | to | 94 |
| Do. 2d mortgage, 1859 | 88 | to | 90 |
| Do. 3d do. 1883, assented | 84 | to | 86 |
| Do. Bonds, 1862, '71, '75 do. | 51 | to | 53 |
| Do. Shares, assented | 26 | to | 28 |
| Pennsylvania Central B'ds, 1st mort. | --- | to | --- |
| conv. 6 per cent. | 88 | to | 90 |
| Do. 2d mort. 6 per cent. sterling | 93 | to | 95 |

ous seasons, and with low prices for nearly all kinds of produce, for the markets of the Old World controls the price of breadstuffs in a country like our own, which, with small crops, always has a surplus beyond the domestic wants of our people. Previous to 1857, the rapid settlement of the country, and the immense sums of money sent West for investment, in one way or another, had stimulated speculation and improvidence to an extraordinary degree, so that when the reverse came, hardly a person escaped. Nearly everybody was entangled with his own debts, or those of his neighbors or friends. With the failure of crops, the means of recovery for the whole country was also lost. The consequence was that, from July, 1857, to July, 1860, the earnings of Western railroads fell off one-half. Most of the companies in pushing forward what were considered necessary works of improvement, in anticipation of future wants, found themselves caught in the storm. They could no longer borrow, and were forced to resort to their net earnings to pay off pressing liabilities. Dividends were suspended almost without exception, and a large number of companies, only a few months previously in the highest credit, were compelled to suspend payment on their sacred obligations.

The disaster suggested the proper remedy—the introduction upon all lines of the most rigid economies. The conditions of many companies were in this way steadily improved, without any increase in the traffic. They had worked their way into easy financial condition, when the present year of plenty came round, in which the labor of the husbandman has, for the first time for several years, been most bountifully rewarded. A single crop has changed the whole aspect of affairs. The seven North-western States have undoubtedly 50,000,000 bushels of wheat beyond their wants for consumption or seed. All this is in demand, at nearly twice the price of the wretched crops for two years past. Of Indian corn, which is really a much more valuable crop in the aggregate than wheat, we can hardly compute the amount. We suppose the estimate of 150,000,000 bushels for Illinois alone is not too high. The crop is equally good in all the Northern States. Only a very small per centage ever finds its way to market in the berry. It is converted into a great many kinds of other values, and its influence will be seen in the traffic of our railroads for fully a year to come.

The present crop, which has given value to the labor of the country, has brought up the earnings of our railroads to what they were in their most prosperous days. All that is wanted to ensure a steady increase, are fair crops and prices for the future. Europe has had for several consecutive years past good harvests, while our own have been greatly deficient. It is fair to presume that the continents have changed places—we have now a right to expect from the operation of ordinary natural lands, a series of good harvest and good prices to compensate for our poor ones. If so, we may expect a season of prosperity for our railroads, fully up to any yet experienced.

We have not only very excellent harvests in this country, but fortunately they are much more forward than usual. An immense amount, consequently, can be sent forward before the winter sets in. There have been 5,582,189 bushels of wheat received at Chicago for the present, against 2,500

for a similar period for the past year, and 18,130,000 of corn against about 3,800,000 for 1857. These figures show the cause of the prosperous condition of Western roads. The receipts of grain at Chicago the present year bid fair to exceed three times those for 1859. The materials for an abundant traffic for Western for a year to come is secured. All that is wanting to place that portion of the country on its feet again, and to realize all the promises ever made in reference to it, is a few more seasons like the present.

Insurance Dividends.

The Jefferson Insurance Company has declared a semi-annual dividend of \$3 per share, (10 per cent.) payable on demand. The Grocers' Fire Insurance Company, a semi-annual dividend of 6 per cent. payable on demand.

Cedar Valley Railroad.

This road, including all the property of the company, was sold at public auction, on the 17th ult., for one thousand dollars. It was bought by the Governor, on behalf of the State.

All the other roads have, or are to share, a similar fate. The first attempt at a system of internal improvement for this new State is thus brought to a disastrous conclusion. It is probable that another system will be immediately devised, better adapted to the wants and means of the State.

Mr. CHARLES S. SEYTON, of SEYTON & WAINWRIGHT, has been admitted to membership in the Stock Exchange Board.

[We invite attention to the following interesting description of the new mode of sinking Piles for the foundations of Bridges. The Bridge in question is over the Savannah River on the line of the Savannah and Charleston Railroad. The work was executed by the Trenton Locomotive and Machine Manufacturing Company, under the direction of its Engineer, Wm. Sooy Smith, Esq.,]

(For the American Railroad Journal.)

Pneumatic Piles.

Since I have been engaged in sinking piles for the piers of a bridge over the Savannah River, on the line of the Charleston and Savannah Railroad, I have frequently thought that a description of the method we use, would prove interesting to the general reader, and instructive to civil engineers, not already acquainted with it in all its details. And for this purpose I enclose to you the following account.

First, The characteristics of the stream and the material that forms its bed.

Second, The cylinders and machinery used in sinking them.

Third, The process of sinking the cylinders and its effects upon the workmen.

The Savannah river at the site of the bridge is about eleven hundred feet in width; its greatest depth being about ten feet at low tide-winter level. The tide rises about five feet. The maximum velocity of the current in the channel when the river is at ordinary stage, is about four miles, and during freshets, it reaches no less than seven or eight miles, per hour. There is no floating ice, and very little drift-wood brought down by the stream at any time.

The bed of the stream is composed of a sharp, shifting river sand to a depth of six feet. Through the next nine feet it is finer, and in some places approaches a quicksand in character. Then there

is a stratum of very tenacious blue clay mud, two feet in thickness—next a bed of gravel eighteen inches thick, consisting of small, well rounded and polished pebbles. Below this there is a mixture of very fine sand clay, soft at the top but growing harder and harder as we descend through the first six or seven feet, where it becomes so hard as to yield very stubbornly to the pick. Into this indurated mixture we have sunk the cylinders from six to seven feet, or to a depth in the aggregate of thirty feet below the bed of the river.

The difficulty of securing a good foundation for piers according to any of the methods heretofore commonly practiced in this country, as well as the consideration of economy induced the engineers of the Charleston and Savannah Railroad Company to adopt the pneumatic pile, as affording at once the cheapest and most practicable, permanent and reliable pier that could be chosen for the locality in question.

The cylinders are of cast iron, six feet exterior diameter and two inches thickness of metal. They are provided with flanges on the inside two inches in thickness, projecting three inches and pierced with forty holes each, to receive as many one inch bolts. These unite the different sections of the cylinders which are cast nine feet long each, and the ends truly faced so as to make air-tight joints. We make these joints with paint merely, without the use of rubber rings. There is no flange on the lower end of the bottom section of the piles, but this is turned off to a sharp edge, to diminish as far as possible, the resistance to sinking.

Care was taken to secure a close grained and homogeneous metal, and castings free from honey-comb, or any other defect.

The contract for furnishing all the material and machinery and sinking the cylinders was awarded to the TRENTON LOCOMOTIVE AND MACHINE MANUFACTURING COMPANY, Trenton, N. J., and the castings are such as to challenge criticism.

Two large flats were constructed, strongly built and firmly united, by heavy timbers running from outside to outside of the flats which are so placed as to leave a canal between them seven feet wide. This canal is decked over to within nine feet of the bow of the flats. The remainder of it is left open as a chamber in which to lower and sink the cylinders. Over this chamber is raised a strong pair of shear-poles from which the hoisting and lowering is done, by means of a wire rope, carried through a very heavy pair of iron double blocks, and taken back to a hoisting drum operated by a sixteen horse power steam engine, placed directly over the central canal and near the stern of the flats. There are four double acting air pumps, the crank shaft of which is coupled directly on that of the engine.

On each of the flats, there is a receiver twenty-seven feet long, and five feet eight inches interior diameter, formed of three sections of the cylinders used for the piles. These are connected with the air pumps and sinking cylinder, by pipes provided with suitable valves, so that the air may be exhausted from one or both at pleasure, and communication opened between one or both and the sinking cylinder.

There is an air-tight cap which can be firmly bolted upon the top of the cylinder, and this cap is sufficiently thick and strong to sustain the entire pressure of the atmosphere upon the area of

a circle five feet eight inches in diameter, when the air is exhausted from within.

There is also an air-chamber or air-lock, the bottom of which is of equal diameter with the cylinder, the upright or cylindrical part being four feet in diameter, and through the offset of the bottom thus formed, light is admitted into the inside of the pile through bull's eyes of glass. Two apertures are also made through this offset; through one of which a syphon pipe is introduced for the purpose of carrying away the water from within, when the material through which the cylinder has to be sunk is too impervious to allow the free escape of the water under the bottom of the cylinder, when air is forced into it through the other apertures above mentioned. There is a man-hole through the top and bottom of the air-lock through which the laborers can pass.

There is a windlass, the shaft of which runs right through the air-lock, so that it may be turned from without by men standing on the projection of the bottom of the air-lock. This windlass is for bringing up the material from the bottom into the air-lock. Through the upright side of the air-lock a chute passes, through which the contents of each sand-bag are discharged as it is brought up by the windlass. This supplementary lock or chute is my own invention, for which I have just received letters patent. Heretofore the sand-bags have been deposited in the air-chamber until it was filled, when it was opened and the bags taken out and emptied.

This rendered considerable space necessary in the air-lock, so that it had to be made of equal diameter with the cylinder. It was then out of the question to get sufficient natural light into the cylinder, and the lamps used by the workmen, burning in the compressed air, with a dense black smoke, almost suffocated them. Besides a scaffolding had to be erected for the men to stand upon who operated the windlass, and the material had to be handled twice, and the work was subject to constant interruptions. All this is avoided by the new form of air-lock.

We are now prepared to understand fully the mode of sinking the cylinders with the machinery just described.

If the water is sufficiently shallow, a single section is first lowered. But if the water is so deep as to require it, two sections are bolted together, and the cylinder thus formed is lowered away in that position. The cap is then bolted on its top and connected with the receivers—the intervening valves being closed. The air is then exhausted from the receivers, and when the cylinder is brought into a truly vertical position, the valves are opened, whereupon the air rushes from the cylinder into the receivers, drawing after it the water it contains. There is a current of sand and water created under the edge of the cylinder, and the whole pressure, due to the partial vacuum formed on the inside of the cylinder, is let fall upon the cap which forces the cylinder down until the resistance becomes greater than the pressure of the vacuum, reduced as it is by the slight leakage which is unavoidable, and by the sand and water that enters. The valves are again closed, the receivers emptied, and the operation repeated, until the resistance to the sinking of the cylinder becomes such as to arrest its progress under the pressure due to the most perfect vacuum that can

be obtained. This has taken place in the material with which I have had to deal, at a depth of about eight feet below the bed of the river. Then the top of the cylinder is brought near the water surface, the cap is taken off and another section is put on. When the cylinder ceases to sink, the cap is taken off and the air-lock is put on. The workmen are shut within, and air is then forced in until the water either disappears through the material of the bottom, or rises through the syphon pipe and leaves the bottom dry. The material is then taken up in sand-bags, raised by the windlass, and discharged through the chute or supplementary lock as fast as it is brought up.

When the material has been excavated to the bottom of the cylinder, the workmen are ordered out, and the vacuum again created as before. We thus excavate and force the cylinder to follow the excavation by the atmospheric pressure alone, as far as we can drive it down in this way. When the resistance from friction, on the outside alone, becomes sufficient to prevent the further sinking of the cylinder from atmospheric pressure, if the cylinder has not reached the required depth, the pressure is increased by loading with railroad iron, or any other weighty material at hand. In one instance, I put on twenty tons of railroad iron cross-piled, on the top of the cylinder. Heretofore the material has always been taken out almost entirely by hand; but we now rely mainly upon a current of air, which we establish and maintain through the syphon pipe, to pick up and carry out the sand from the bottom. I had a piece of incompressible rubber hose manufactured, fitting over the wrought iron syphon pipe, and sliding freely upon it. Then, by means of a circular clamp, I can fit it at any point. This enables us to hold the foot of the pipe near the surface of the bottom, so as to allow the air forced into the cylinder to escape through it. And we find that a current of only five pounds to the square inch will convey sand and pebbles up through the syphon pipe, and discharge them into the open air as fast as two men can shovel the material to the mouth of the pipe.

The sand is discharged in a constant stream, and the pebbles are scattered like grape or canister shot from the mouth of the pipe. The excavation of the sand and gravel has thus become comparatively easy. But we find it extremely difficult to keep the cylinders in truly vertical position. The escape of the air forced in, under the lower edge of the cylinder, so disintegrates and stirs up the sand on the outside, that the lateral resistance, for the time being, is very slight, and if the resistance to sinking happens to differ ever so little on the opposite sides of the pile, there is a tendency in it to settle over towards the one upon which it is least. Pulling and hauling the cylinders into vertical position, raising and lowering the sections, taking off and putting on the caps and air lock, and making joints in the cylinders and syphon pipe, consume perhaps the larger portion of our time. When the piles are sunk to a depth of from six to seven feet in the hard bottom, sections will be cast of suitable length to bring them up to the proper level above the water surface. They are then to be finished with an ornamental capital or moulding, and filled with concrete.

The piers and abutments are formed of two piles

each, united by horizontal and diagonal bracing; except the pivot pier for the draw, which consists of five piles, and the two adjoining piers of four piles each.

The effects produced upon different individuals by the pressure of air under which we are compelled to work, (sometimes 20 lbs. to the sq. inch) are most curious. In some it produces neuralgia, in others affections of the throat and chest. Standing in the air lock when the compressed air first enters, the pressure upon the ear drum is most painful, until the elasticity of the air on the inside and outside of the ear becomes equal; when the pain ceases. This equality can be established from time to time and the pain relieved by swallowing which opens the eustachian tube and allows the compressed air to enter the ear. The heat generated by friction in the pumps and pipes and by the compression of the air, so heats the current that enters the cylinder, that in the coldest weather we are made comfortable, while in the hot summer months we have found the heat insupportable, and have been obliged to discontinue the work until the weather becomes cooler. When the compressed air is allowed to escape into the external atmosphere suddenly, the expression produces an intense cold, which condenses the moisture in the air on the inside of the cylinders, and envelopes us in a thick fog.

The chill thus produced is very trying, and this change in the elasticity of the air is again accompanied by severe pain in the head.

When troubled with colds we find that the pain we suffer is greatly aggravated. But for all this we feel that we are rewarded by the belief that the work upon which we are engaged will last as long as time shall endure.

WM. SOOY SMITH, Civil Engineer.

Illinois River Railroad.

Alexander Studwell, Esq., of New York city, has furnished the money for the completion of the Illinois River Railroad bridge, and N. H. Decker, Esq., who has the contract for building the same, guarantees its being finished by the first of December next.—The work upon it was commenced yesterday, and knowing the energy and perseverance of Mr. Decker in such matters, we have no doubt but that the bridge will be completed by the time mentioned. The Illinois River railroad is now open from Pekin to Virginia, in Cass county, a distance of sixty miles, and we may look with confidence upon the cars reaching this city by the first of January. This road is of vital importance to Peoria, and one in which our citizens have a deep interest, and every assistance should be rendered it regarding the right of way so that no obstacles be thrown in the path of its advancement; for, by benefiting the road we benefit every man who is in any way connected with the business prosperity of our city.—*Peoria Union, Aug. 28th.*

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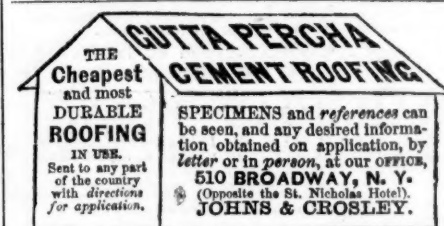
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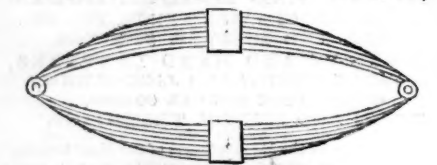
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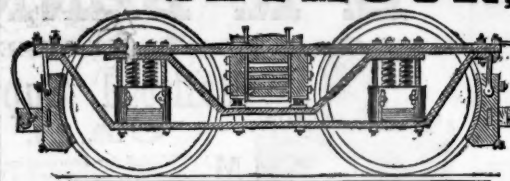


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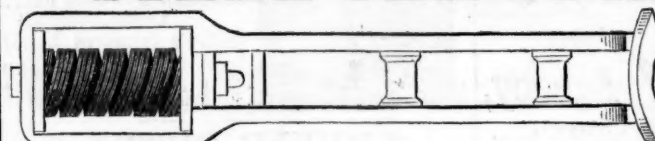
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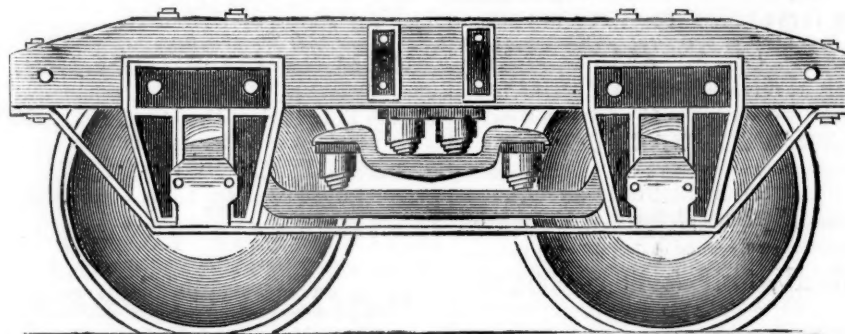
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